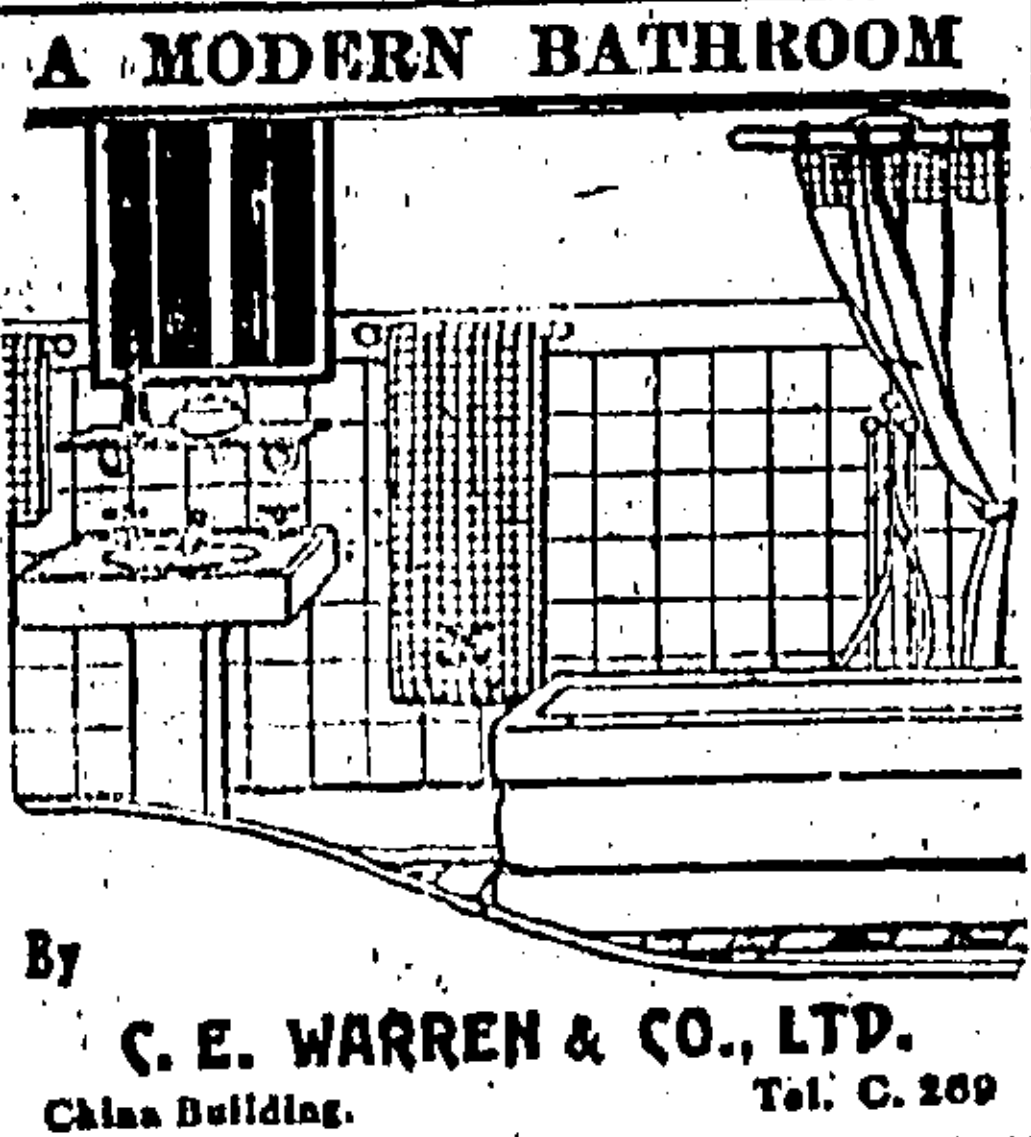


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The Hongkong Telegraph

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NEW WAR CRISIS SENSATION.

LI CHUNG-YEN RESIGNS STATE COUNCIL.

NANKING CONCENTRATING ITS FORCES AT ANKING.

TRANSPORTS BUSY.

While Nanking officials express confidence that no fighting will take place between the Hankow troops and the Nanking forces mobilised in the region of Kuikiang, there has been a remarkable development in the situation which definitely points the other way.

British naval wireless messages received in the Colony this morning indicate that at least 20,000 men have been sent up river from Nanking, this figure being admitted by Nanking. The armies now concentrated in readiness for fighting, consist of the First Division of Chiang Kai-shek's Army which has moved up from Ping Pen, and the 11th Division from Tan Yang and districts.

Three Shiploads.

It is understood that the whole command will be stationed at Anking, which is their destination. Three transports full of these troops passed up river at Wuhu yesterday (March 8th).

The railway at Kuikiang to Nanchang has been commandeered by Nanking military authorities for troop movements, and troops now at Kuikiang include the 35th Brigade and some of the 11th Division.

There appear to be no troops up river beyond Kuikiang, though it is definitely certain that Hankow troops are moving into strategic positions, and that two brigades of Hankow troops have moved down river to Wusuch.

Nanking "Confidence."

In spite of these obvious preparations for conflict, the British naval message says that Nanking officials are confident that no fighting will take place.

A striking pointer the other way, however, has been received by the Wah Kin Yat Po, a cable from Shanghai stating that General Li Chung-yen, the Chairman of the Hankow-Wuchang Branch Political Council and the leader of the Fourth Group Army, has severed his connection with the Nanking Government by resigning his position as a Member of the State Council.

It will be recalled that General Li Chung-yen recently declared that in the event of conflict between Nanking and Hankow, he would resign his position with the Nationalist Government, and in some quarters, therefore, it is felt that the resignation tendered at this time will precipitate fighting, even if it has not already broken out.

General Li Chung-yen has tendered his resignation with a covering letter, reiterating his contention that there was nothing wrong with the procedure adopted by the Wuhan Branch Political Council in ousting General Li Tsi-ting.

"There is every precedent for the dismissal, without the sanction of the Central authorities, of minor military officers. There are times of emergency when the heads of the army require speedy if drastic action."

Hankow Accusations.

General Li expressed indignation with the Central Government in view of the fact that in spite of the appointment of a Commission of Enquiry to investigate the dismissal of Gen. Li Tsi-ting, extensive troop movements of the Nanking army have been taking place directed against the Hankow Army.

The mobilisation of the Nanking forces, he says, is unjustified. He further accuses the Nanking Government of devoting the large sum of money recently accumulated by the Finance Ministry for the purpose of disbandment expenses to the prosecution of an aggressive war.

He is anxious to avoid a further civil war, which he says would be ruinous to trade just beginning to get on its feet again.

Later—
General Li Chung-yen is reported to have left Shanghai, and to be on his way to Canton.

YAUMATI AFFAIR SEQUEL.

WOUNDED GIRL PASSES AWAY IN HOSPITAL.

POLICE ARREST MAN.

A tragic sequel to the shooting incident at Portland Street, Yaumati, yesterday, in which three children were wounded, is the passing away at the Kowloon Hospital of one of the three victims in the early hours of this morning.

The deceased is a girl named Wong Mui-tai, ten years of age, who lived at 920, Canton Road. She was wounded yesterday in the cheek and was taken to hospital in a serious condition. The bullet entered her jaw and passed through her neck. An operation was later performed, but the little girl passed away at about 4 o'clock this morning.

In connexion with the shooting, two other children are still in hospital, their names being Leung Sai-mul, a girl of 12 years of age, and Chan Kan, a boy of 10.

A further sequel to the affair is the arrest of a Chinese who is believed to be the man whom the police were chasing when the firing occurred. This man was arrested by the police at West Point last night. He was unarmed.

DIRECTOR OF AIR SERVICES.

NEW HONGKONG GOVERNMENT POST CREATED.

CDR. HOLE APPOINTED.

A new Government post, envisaging the time when Hongkong will have its own aerial services, is announced in the Gazette today.

This is "Director of Air Services." His Excellency the Governor having appointed the Hon. Commander G. F. Hole, R.N., to the position, in addition to his other duties.

The appointment dates from February 23rd.

The Hon. Commander Hole has been Harbour Master, Marine Magistrate, Registrar of Shipping and Emigration Officer since 1924, prior to which he served in Colombo. He was recently appointed to the Legislative Council.

Other appointments gazetted are as follows:

Mr. T. H. King, provisionally and subject to His Majesty's pleasure, temporarily to be a Member of the Legislative Council, during the absence on leave of the Hon. Mr. E. D. C. Wolfe, C.M.G.

Mr. John Barrow to act as an Assistant to the Secretary for Chinese Affairs.

Mr. W. R. Scott has resumed duty as Assistant Superintendent of Police.

TERRIFIC EXPLOSION IN AMERICA.

DOZEN CASES OF DYNAMITE GO UP.

New York, Mar. 8.

A terrific explosion, the cause of which is unexplained, occurred at Scribner today, four persons nearby being killed and thirty seriously injured.

The scene of the disaster was a large barn in which were stored a dozen cases of dynamite which was being used for blasting ice round bridges in the vicinity. The explosion must have been heard for miles around.—*Reuter's American Service.*

SPRING WEATHER AT HOME.

KING ENJOYS FIRST WARM DAY.

London, Mar. 8.

H. M. the King passed a good day. Springlike weather conditions, with much sun, prevailed at Bognor, as throughout the country generally, and His Majesty enjoyed the first warm day of the year.—*British Wireless.*

CURBING UNRULY STUDENTS.

WARNING ISSUED BY NANKING.

EXHORTATION TO GIVE UP POLITICAL MEDDLING.

STRONG MEASURES.

Nanking, Mar. 2.

"The students of the country who aspire to accomplish the mission of building up a new China should imbibe the revolutionary spirit and devote themselves to their studies," declares a circular order of the Central Party Headquarters addressed to all students in the country.

"The Party, in leading the nation in the Reconstruction Programme, considers the promotion of intelligent citizenship and the training of a qualified personnel for Reconstruction work as of foremost importance," the message declares. "The school is an institution exclusively devoted to such purposes and the student should bear in mind this fundamental maxim as laid down by the Party's late leader."

Destructive Tactics.

Referring to student agitations, the order states: "Even if you have legitimate cause for such actions, you must try to accomplish your aim through legitimate procedure instead of resorting to disorder. At this period of Reconstruction the continuation of destructive tactics such as were formerly employed to embarrass the militarists only tends to wreck order and break down discipline in the Party. This is a most deplorable state of affairs which we hope you will not fail to appreciate."

Prepare for Future.

"As the country is now under the guidance of the Party, it will not hesitate to take steps to improve conditions which you have considered intolerable. In the meantime you are to devote yourselves to the study of modern sciences which are essential to the reconstruction of the nation and to prepare yourselves for the heavy task awaiting you in the future. Should you again allow yourselves to become engaged in such play into the hands of intriguing politicians, not only will you yourselves suffer from your folly but the community and the country as a whole will likewise suffer by your foolishness."

"The Party, mindful of your welfare, hereby repeats the admonition to all students in the country that their extra-curriculum activities should be conducted under the guidance of the Party. If you appreciate the importance of this, order will develop in our educational institutions and self-seeking politicians will be unable to exploit you."

Three Steps.

Three measures are to be enforced by the Central Government in curbing student agitations throughout the country, according to a recommendation submitted by Messrs. Wu Han-min, Tang Yun-ping and Chiang Mon-in to the State Council yesterday under instructions from the Central Political Council to examine a memorandum concerning the prohibition of student agitations.

The three steps proposed to be carried out are:

1. The Central Party Headquarters to issue a circular order instructing all students to turn to their studies and leave the administration of the country's affairs to the officials.

2. The State Council to issue a circular order forbidding students to interfere with the administration of any educational institution.

3. All educational administrative organs to be instructed so to direct all educational institutions that the students may be given more rigid training and stricter discipline so that they can concentrate on their studies.

A special measure for the punishment of obstreperous students will also be enforced by their superior officer.—*Kuo Min.*

AMERICAN AID FOR MEXICO.

SURPLUS WAR MATERIALS FOR FEDERAL TROOPS.

SANGUINARY BATTLE.

Washington, Mar. 8.

It is officially announced that the U.S. Government has acceded to the Mexican Government's request for the supply of surplus American war material to fight the revolutionaries.

A thrilling story of a battle between Federal troops and the insurgents comes from El Paso. The insurgents attacked the city of Juarez early yesterday morning, and the Federal troops took up strategic positions in the town, posting machine-guns and men on the top of the buildings.

The rebel troops arrived in a commandeered train, and they were met by a hail of bullets from the roof-tops, being heavily machine-gunned.

In spite of the resistance of the Federal forces, however, they were heavily outnumbered and the insurgents captured the town after a sanguinary encounter.

Elsewhere the Government forces appear to be control of the situation, though fresh outbreaks in different parts of Mexico indicate that the revolution is not yet broken.—*Reuter's American Service.*

A SINO-JAPANESE CONFLICT.

TOKYO SAYS NEGOTIATIONS SATISFACTORY.

NANKING IS WAITING.

Tokyo, Mar. 9.

Baron Tanaka, the Japanese Premier, gave an interview to journalists in Tokyo this morning, and, commenting upon the latest news from China, stated that while no agreement has yet been reached between Japan and China, the negotiations are progressing most satisfactorily.

This news is regarded as significant since a Nanking message predicts a resumption of the Sino-Japanese negotiations, though one is inclined to wonder how negotiations can progress satisfactorily if they have been suspended. Reports from Japanese sources state that Tokyo has announced its willingness to give further important concessions in order to settle the outstanding issues, but no confirmation of these concessions can be obtained in Chinese official circles.

It is learned that Dr. C. T. Wang, the Chinese Foreign Minister, does not intend to make his usual week-end trip to Shanghai, but is remaining at Nanking.

Dr. Wang and M. de Martel were in conference this morning and they are meeting again tomorrow.—*Reuter.*

JUNK PIRATED.

CRAFT TAKEN AWAY BY GANG.

A piracy in Chinese waters is reported to the authorities by Cheung Fat, master of a cargo junk, who stated that he was attacked by five men armed with rifles and revolvers whilst on a journey from Leong Nam to Tai-po.

The pirates took his boat to Ma Lai River in Tai Pong, Chinese territory, where he and his foks were landed, the pirates sailing away with their craft.

After a journey of two days, the master and his foks found their way to Tai-po, where a report was made to the police yesterday.

"ROYAL OAK" SCANDAL SEQUEL.

GOOD SERVICE PENSION FOR CAPTAIN DEWAR.

London, Mar. 8.

FLAG DAY FOR THE MINERS?

APPEAL TO HONGKONG ORGANISATIONS.

COLLECTIONS AT CATHEDRAL TO-MORROW.

NEED STILL URGENT.

A correspondent writes to-day suggesting that the Telegraph Fund on behalf of distressed British miners and their families could be materially assisted by something in the nature of a Rose Day or Flag Day, and if such an event were arranged he feels sure that the public would be only too pleased to make it a success. The suggestion put forward is that the Benevolent Society or some other charitable organisation should arrange the event.

The same correspondent thinks that Harrold's Circus, which has already donated half of the takings of a recent show to the S.P.C.A. and is shortly to help the Tung Wah Hospital in the same way, might be prepared to give an extra performance in aid of the miners. "If Mr. Harrold would do this," says the correspondent, "I am sure the show would be well patronised, even if the prices of admission be raised."

A further suggestion put forward is that one of the charitable institutions should employ a Chinese theatrical troupe for one or two days, giving half of the proceeds to the Miners' Fund. The correspondent adds: "I do hope something tangible may be done to help these distressed miners."

Donations so far received by the Telegraph are:

Already acknowledged	£4,772.40
& 10/-	
E. M. C.	10.00
Total	10/- and £4,782.40

To-morrow's Collections.

Further support for the Fund is assured from the fact that at all to-morrow's services at St. John's Cathedral the collections will be devoted to the cause. It is hoped that there will be large congregations and that the support forthcoming will be substantial. The Cathedral authorities are anxious that the response should be a good one, as the cause has been very materially aided by churches in the Old Country.

Encouraging as the response to the Telegraph appeals has been, Hongkong can do better even yet. There are many residents who could easily afford a \$5 contribution on behalf of their suffering kinsmen, whilst further sums could be raised by organised collections in offices where none has so far taken place. May we appeal to all who have not yet subscribed to do so without delay?

Next Winter, Too.

If there be any impression that the need for help will soon pass, let us quote the following, written by an independent investigator who has visited the distressed areas both in the North of England and in Wales:

"Large as the sum already subscribed to the Lord Mayor's Fund appears, it is quite inadequate for even this winter's need, and already those responsible are thinking ahead and realizing that next winter also may be a very difficult period. In all the areas concerned, South Wales, Durham, Northumberland, West Riding of Yorkshire, Lancashire, Somerset, North and Derby, the Forest of Dean, and Cumberland, there are about 220,000 unemployed miners and many thousands of other workers. It will thus be seen that the amount available per family is very limited."

I enclose herewith the sum of \$..... as a donation to the British Miners' distress Fund.

Name.....

Address.....

Bulls and Inners

□ □ From the Office Butts. □ □

The Bateman cartoon is yet to be drawn showing an official of the Tramway Company boarding a "Hotel bus."

Appropriately enough, the D. P. prints a report of the multi-tal debate in the House of Commons under the heading "Money and Markets."

According to a Hongkong teacher, most children are inclined to pretend. Too much kid?

Some men stay in hospital longer than is necessary—for a better or for nurse!

"Thoughtless hitting will almost always get a man into trouble," says the D. P. golf expert. Well put!

Dictators usually progress by decrees.

A consignment of 12,000,000 aspirin tablets was stolen in New York. Until he read this, McWhirter thought his cold the worst in the world.

Great words of little women: "Yes, that's all very well, but garden parties don't last till mid-night."

Slim people resist disease better than the corpulent, says a doctor. The burly bird catches the germ.

These sales suggest that some of our barbers might begin advertising "cut prices."

A local prize-giving gave a contemporary the opportunity to publish a picture of Sir Cecil Clementi. We understand that the editor relies on H.E. not having too many engagements on the same day.

Local burglars stolen cigars this week. It is thought that given enough "rope" they will most probably choke themselves.

Coolidge will now take a quiet holiday.

From a local advertisement: "Babies—first long outfit of 25 pieces." These may be heard in the vicinity of several Kowloon flats.

White ants and dry rot have taken to the roof of Government House Ballroom. We hope there won't be any eaves dropping.

The latest K.I.A. slogan:—"Kowloon Railway Annoys."

A psychologist says that ugliness is due to suppressed temper. This probably explains why so few Fanling golfers are good-looking.

Those who think the railway station should be shifted evidently think Kowloon has too many street sleepers.

"Reader:"—Saxophone jokes are barred. Save them up for the Automatic Phone.

"John:"—You can't fool us. There is no such thing as a waist-line.

It won't be long now before the Peak goes the whole hog.

There is no truth in the story about a hot dog stall to be erected on the island site at the Kowloon Ferry.

Judging from the pictures of round the island before breakfast, two Chinese generals in a contemporary, small-pox seems to be prevalent in the North.

Marshal Li Chai-sum saw "The Tempest" during his stay in Hongkong. Here's hoping he'll Kowloon flat-dwellers are now weather the political storm in the thinking heaven they don't cackle.

A heading we may yet live to a revolver to frighten a suspicious read:—"Trouble in the North; looking Chinese. They are all Abderdonians Rebel; Umbrage for democracy in the garden Taken at Lying Criticism."

Mention was made at the annual meeting of the Union Church of the Tramway Company boarding a "Hotel bus."

"Anonymous:"—The answer is in the negative. Let us try one on you. What do you know about the bed-time habits of fish?

Last Monday was cold enough for curling—up in bed!

A resident reports seeing a custom of publishing weekly at least one piece of alarming news, we learn that practically every lum hat in the Colony has been booked for the reception to the Duke of Gloucester.

Ten often the fruit of Council rivalry is the apple of discord.

These Samoan girls behave as if they were new woollen underwear.

A lady lawyer recently refused to take up a divorce case. Possibly the details embarrassed her.

There is no truth in the story that the Salvation Army Headquarters will be removed to Chicago.

With all these Government servants away on leave the place will be quieter than ever.

It's a pity that none of these chickens lived long enough to read the Dairy Farm report.

The young buck who, on the Peak train the other evening, loudly asserted that "tea is such an effeminate beverage, don't know!" deserved a good tannin.

A local professor lectured on "The Possibility of Manufacturing Weather" yesterday. Contrary to expectations, the lecturer did not give an ocular demonstration of the case with which an icy stare may be produced.

The official attitude on the Kowloon Point development question seems to be that Kowloonites can rail away.

"Farmyard:"—Your enquiry as to whether anyone has heard a Kau Sing falls flat. Our strong line is bulls.

The recent marriage epidemic seems to be the result for a current announcement regarding wedding cake in the Post Office circular.

From observation this dry weather, many beer drinkers prefer it to be Rainier.

The local youth who appropriated a bicycle under the name of Adam's Apple was on the eve of his downfall.

When Hongkong people get something unusual they want Samson.

The Government broadcast "Prophecies" on Thursday. Kowloon orators did the same thing on Wednesday.

"There are hurdy spirits..... who have been known to walk round the island before breakfast," says H.A.F. in the D.P. By which time, we presume, they have sobered up.

A scientist states that the white eggs 84,000 eggs daily. Hongkong. Here's hoping he'll Kowloon flat-dwellers are now weather the political storm in the thinking heaven they don't cackle.

A Kowloon Tong resident fired a revolver to frighten a suspicious read:—"Trouble in the North; looking Chinese. They are all Abderdonians Rebel; Umbrage for democracy in the garden Taken at Lying Criticism."

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MANUFACTURING WEATHER.

FASCINATING LECTURE BY
PROF. MIDDLETON SMITH.

ARTIFICIAL COOLING.

A fascinating lecture on "Cold in the Tropics—the Possibility of Manufactured Weather" was delivered by Professor C. A. Middleton Smith, M.Sc., M.I. Mech. E., Talkoo Professor of Engineering in the University of Hongkong, to a large gathering at the Institution of Engineers and Shipbuilders of Hongkong last night. His Excellency the Governor presiding.

Expressing his pleasure at being present, H.E. the Governor said he was pleased of the opportunity, first, because the Talkoo Professor of Engineering at the University was addressing members of the Institution of Engineers and Shipbuilders, between which two bodies there should be the closest liaison. He hoped that there would be other lectures before the Institution by Professors of the University and also lectures to the University by members of the Institution.

The subject of the lecture was one of immense interest, said His Excellency. What a boon it would be if a suitable rainfall could be manufactured at the present moment, not a deluge like that of 1926, but a suitable rainfall which would fill the reservoirs and keep them up to level. What also would the Colony give to ensure really royal weather for the forthcoming visit of H.R.H. the Duke of Gloucester. Then again what would be the worth to humanity if Hongkong could be surrounded by an aura which would make it proof against typhoons. But if all these things came about Hongkong would perhaps become so perfect that there would be a tremendous increase in the population, and people would be pushing others off the Island.

When a Fan Might Fail.
Opening his lecture, Professor Middleton Smith referred to the first lecture he gave seventeen years ago. He said that his present topic was one which might lend itself to a little exaggeration but the subject was one of considerable importance to dwellers in the tropics. Speaking of cooling the body, he said the only way to get cool was to condense the moisture from the body. Pointing out that there were probably 40,000 fans in the Colony he said that unless a fan could be arranged in an area which was not saturated it did no good at all. If the fan was placed in an atmosphere above body heat then it served only to increase the body heat.

He dealt also with modern food preservation, and said how public utility companies had made life more comfortable. Dealing with bacteria, he said he had been told that a germ multiplied itself every twenty minutes and therefore from one there were four bacteria within an hour. Following out that calculation he found at the end of 15 hours there were 100 million, and later came the stage when 200 five-ton trucks would be required to cart the bacteria away. This was forgetting, of course, that some would have died in the meantime.

In connexion with the experiments with liquid air which served to give added interest to a fascinating lecture, Professor Middleton Smith said that a gallon of liquid air had been left in the premises overnight. Perhaps some inquisitive coolie had taken out the cotton wool, for on the following morning there were iceicles in the room but no liquid air in the machine. (Laughter).

The lecture was prepared in the form of a paper, but Professor Middleton Smith departed from it to some extent. For the purpose of clear explanation the following

extracts are taken from the paper as prepared by the lecturer:

It is proposed to consider the artificial production of cold.

It is possible, to-day, to produce manufactured weather. Then why is it not done in Hongkong?

The problem that always faces the practical engineer is that of expense. It should be possible to manufacture, for an eight roomed house, the weather most suited to the average European, the weather best for human efficiency, at a total cost for machinery upkeep and running expenses that would be, roughly, the equivalent of a capital outlay of about £8,000.

There will be people in Hongkong who will look back upon this generation with the same feelings of pity that we have for those pioneers of the forties who had no electric light, steamships, cables, wireless, motorcars, telephones, tap-water, machine-made ice, motion pictures and daily newspapers.

The Production of Cold.

There is only one way known to engineers, at present, of reducing the cost of manufactured weather. It is by reducing the cost of the mechanical production of cold.

In order to obtain the air that is necessary for ideal weather conditions we must by mechanical methods control four factors. We must regulate (1) Humidity, (2) Temperature, (3) Movement, or air circulation, (4) Purity. Of these factors by far the most important, from the point of view of personal comfort and human efficiency in Hongkong, is humidity.

That is the factor that makes our summer climate so trying, for the air contains a great deal of moisture in suspension. We have to get rid of that excessive moisture in order to make the atmosphere more pleasant. We can only do that by pumping heat out of the moist air; then the vapour condenses into water and no longer remains suspended in the air.

Experiments have shown that the human machine works at its best, is most efficient, when the temperature of the air is 70° F. and the humidity is forty. With humidity at forty each cubic foot of air contains 3.2 grains of moisture.

Unfortunately in Hongkong during the summer the air is usually at a temperature of about 86° F. and each cubic foot of air may contain as much as 12½ grains of moisture in suspension, (humidity 100).

Now the only way that we can change that atmosphere into the ideal atmosphere of 70° F. and humidity forty, is by pumping out a considerable amount of heat from each cubic foot of air. Most of the work done would be expended in pumping out heat from the water vapour, so that about nine grains of water per cubic foot of air would condense into water.

Fans not Scientific.

The only general method of cooling people in Hongkong is by fans. There are upwards of 40,000 electric fans in Hongkong. Fans are better than nothing, but they are a poor substitute for manufactured weather. Big rooms, ever so much bigger than this, are kept at below freezing point in the tropics. Surely it is possible to regulate the atmosphere of this room so that the air shall be at the temperature and humidity we desire.

Let us trace out how much heat we must abstract, or pump out, of 1 lb. of water to make 1 lb. of ice. In the summer, in Hongkong, the water is at about 88° F. To reduce one pound of water from 88° F. to ice at 32° F. we must pump out, say, a total of 200 heat units. To boil 1 lb. of water at 88° F. into steam we must supply about 1,100 heat units. So that it takes nearly six times as

(Continued on Page 3.)

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We have just opened a most—
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"THREE CASTLES"

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Gets you well

and keeps you well that is the object of **SCOTT'S Emulsion** which builds, nourishes and strengthens. Your doctor knows it. Ask for

SCOTT'S Emulsion
The protector of life.

SALESMAN SAM

WHAT DID I TELL YA, GUZZ? HERE WE ARE SAFE AND SOUND!

YEP! I'LL ADMIT IT! AN' IF YA REALLY EXPECT TO BOOM BUSINESS BY AERIAL DELIVERY, SHE AIN'T SUCH A BAD BUY AFTER ALL!

SEE OLD KID, IT MAKES ME FEEL GOOD TA KNOW THAT, AT LAST, YOU'RE TICKLED THAT I BOUGHT TH' BLIMP!

WELL, I'M GLAD YOU'RE GLAD—I'M GLAD—BUT I DON'T SEE HOW TH' HECK YA GOT IT FOR A MERE \$500—

Another Surprise

MUH! I-DERN NEAR DIDN'T! AT FIRST TH' GUY DIDN'T WANT TA TRUST ME!

TRUST YA FER WHAT?

By Small

WHY, TH' \$4,500 WE STILL OWE ON IT!

SPECIAL VALUE

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COTTON VESTS

THREE FOR \$1.00

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MANUFACTURING WEATHER.

(Continued from Page 2.)

much heat to make steam as we must pump out of water to make ice.

Cooling a Room.

We can boil off other fluids. If we place ether or alcohol on the skin, the rapid evaporation resulting from the absorption of heat from the skin produces a cold sensation. We can have a liquid like ammonia that will boil off at a temperature below 32° F. If then we surround a vessel containing this liquid with water, the heat needed to boil it off will be abstracted from the water and ice will be formed. Heat may be eliminated from a given space, from this room, by absorbing it through the melting of ice.

Each pound of ice that is melted to water and brought up to 88° F. absorbs 200 heat units. If we had a block of 100 lbs. of ice in the room in the summer we should absorb 20,000 heat units from the room by melting it. That is one way of cooling a room, or an ice chest.

Our bodies are continually pumping heat into the atmosphere of the room; and even if we do abstract heat from the air of the room, more heat leaks in from outside through the windows and from our bodies.

If we wanted to keep this room at some condition, say that most comfortable for most people, 70° F. temperature, humidity 40, it is not enough to cool the air in the room. We have to continue to keep drawing out of the room all the heat that leaks in from outside and also all of the heat given out of the bodies of the people in the room.

So we must have some sort of a pump to extract the heat, and we use either water or air to carry the heat away.

Cold Producers.

It was in 1862 that Kelvin suggested a mechanical method of producing cold and in 1862 Kirk made the model of an air machine. One of Kirk's earliest machines worked in an ice factory in Hongkong and produced 4 lbs. of ice for 1 lb. of coal. It was very bulky.

Now 1 lb. of coal gives out about 12,000 heat units when burnt. For 1 lb. of ice we must have 200 heat units abstracted. With a very efficient gas producer plant we can make this do about 3,000 (heat) units of work. Thus 1 lb. of coal will give us 7½ lbs. of ice.

A drawback of the air machine is the formation of snow. So we use other heat carriers. All liquids do not boil at 212° F. nor demand 1,100 units of heat to boil them under the conditions given above.

In the U.S.A. liquid ammonia was supplied to houses and boiled off in coils and then returned to a central station. That was, indeed, cold on tap. If we had cold ammonia pipes in our rooms in Hongkong, in the summer they would rapidly become coated with snow formed from the moisture in the atmosphere.

The Money Problem.

It has been mentioned that the first ice machine in Hongkong produced 4 lbs. of ice per lb. of coal. There have been such improvements in ice-making plants and in the production of power that for a plant for making ice under modern conditions we can obtain better results than 7½ lbs. of ice for one pound of coal.

There has been a great deal of progress in connexion with cold production.

So far as the ordinary householder is concerned it is not so much the progress in connexion with the local central cold production factory that has been noticed, although engineers know of the cost reductions in the ice and cold storage depots. It is the household cold production machine, the Kelvinator, the Frigidaire and the Electrolux plants, that interest us.

We have now reached that stage where there are in this Colony about 300 cold production machines at work in houses and clubs. And that is only the beginning.

Ice Without a Machine.

A most remarkable stage in cold production is the new "Electrolux" plant. There is no moving mechanism whatever. An electric heater or a gas flame supplies the heat needed to raise the temperature (and so the pressure) of the heat carrier which, in this case, is ammonia. Ordinary tap-water, or sea water, carries away the heat at that stage of the proceedings when it is required to pump out heat from the heat carrier (ammonia) after which the ammonia is allowed to expand

and cold is at once produced.

At present, however, the "Electrolux" will not enable us to bear the expense of manufacturing the weather we want in our houses in Hongkong during the summer.

Where then is the hope? We might suggest to our friends who produce cold on the mass production method that they should explore the possibilities of the system installed in the United States. They might work out the commercial possibilities and probabilities of such a scheme. They will probably ridicule it; but all new suggestions have been usually treated that way, machine-made ice, and motor-cars included. Indeed aeroplanes were not only ridiculed; the first suggestions were considered blasphemous by certain rigidly religious people who were also rigidly ignorant of, and recognised nothing Almighty in the laws of Nature.

We may be permitted to imagine a supply of liquid ammonia pumped through pipes to our houses from the cold factory. It is easier to imagine than was the vision of a supply of coal-gas, electric power, and telephones to houses a hundred years ago.

It must, however, be confessed that the most hopeful prospect for the immediate future is some improvement in the home cold-producer. That leads us to consider what it is that we really require our household cold factory to do. It must, of course, do the comparatively trifling work as a heat pump now done by the ordinary ice box. In addition it has to keep the atmosphere of our house at about 70° F. and humidity 40.

Figures for Artificial Weather.

As a result of my investigations, which now extend over several years, the following practical figures are presented in the hope of arousing interest. They may even stimulate someone, who wishes to benefit humanity in the tropics, to furnish sufficient money to make possible the purchase of apparatus to continue practical experiments.

The following cost figures may be of interest. Let us assume a room 35 ft. long, 20 ft. wide and 12½ ft. high. We calculate to change the air twice a day; or deal with 17,500 cubic feet of air. The dimensions have been chosen as they are about those of a hospital ward. Relief to the sick must appeal to any but the most hard-hearted.

Assuming the atmosphere at 88° F. humidity 100, then to reduce it to keep it at, let us say, about 70° F. humidity 40, we have to take several pounds of water out of air. Heat will be constantly leaking into the room, and heat from the human bodies will also affect the problem. We can, however, be certain that we can get any manufactured weather we desire. What we are not sure about is the cost in Hongkong. Only experiments can decide that matter.

Assuming that we wish to reduce 17,500 cubic feet of air at 88° F. and humidity 100, to a temperature of 70° F. and humidity 40, we shall have to abstract a great deal of heat. The following rough estimates are given.

Cost in Hongkong.

It would cost about \$25,000 for the requisite machinery to be purchased and installed in Hongkong. With electric power at five cents a unit it might cost as much as \$1,500 a year to run the machinery, making an allowance for depreciation and repairs. It might cost less. Only experiments with local conditions can decide the actual cost.

For a small drawing room in a house the cost would be less, especially if the house were designed to accommodate these ideas. A house is a more difficult affair because of the sub-division into rooms and the many doors.

With the utmost respect for those who have designed and built houses in Hongkong in the past it must be admitted that there are improvements that could have been made in many houses if weather conditions in this part of the world had been considered carefully by the designers.

We have considered the cost of manufacture of more or less ideal weather, viz. air at seventy degrees F. temperature and humidity 40. We should benefit from any conditioning of the air; a drop in ten degrees temperature and less humidity helps a great deal.

The Height of Rooms.

Imagine a house with a small room, say about 15'x15'x12', for use as a sort of sleeping porch. It has been estimated that every occupant of a room gives out, at most, seven heat units per minutes. There is the problem of removing that heat, and also the heat that leaks into the room from the outside air. The design of the room will affect the problem. If, in the construction of the house, the walls are insulated, the window spaces cut down to the minimum

Be sure that your food

is safe to eat



KEPT at ordinary temperatures, foods soon become unfit for use. Even before it possibly can be detected, spoilage is going on. Health is menaced by the rapid growth of harmful germs.

But you can avoid all this — with Frigidaire!

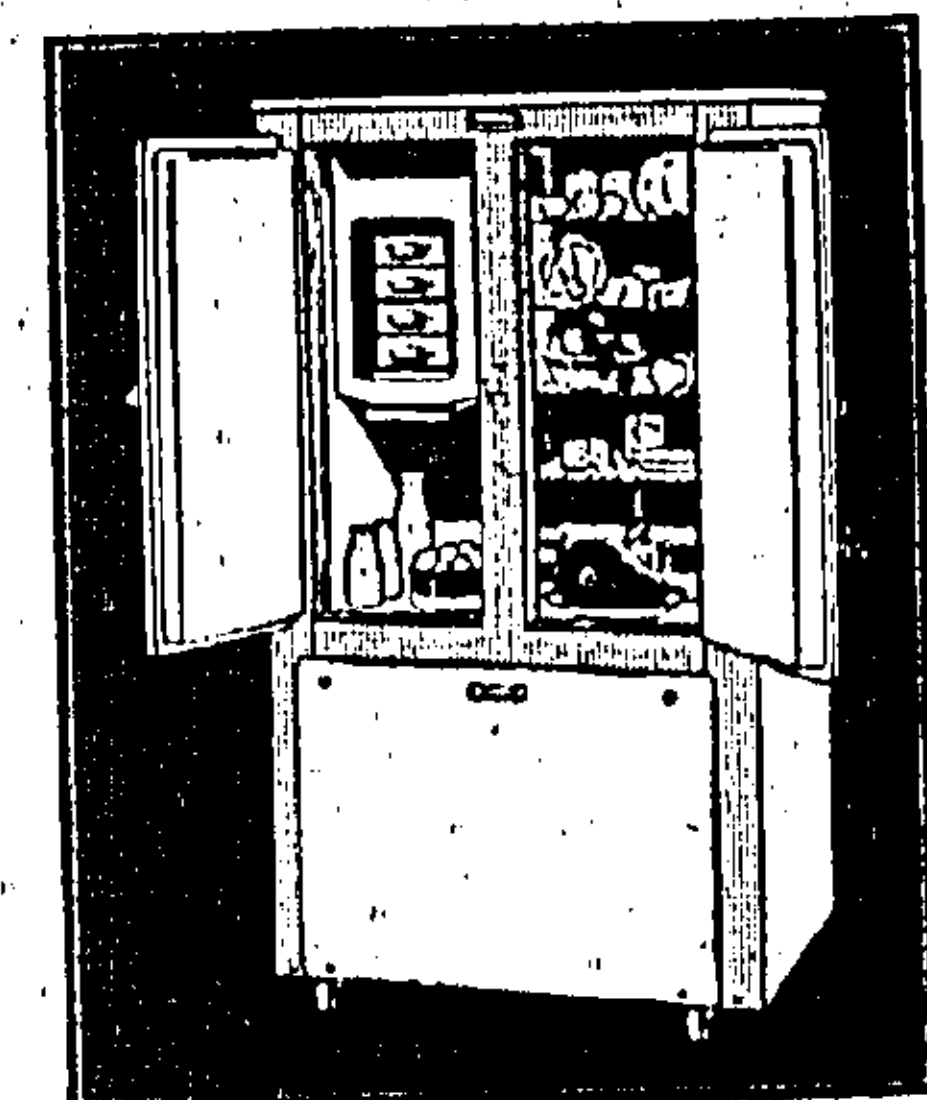
This automatic refrigerator provides the low temperatures which halt bacterial activity on foods. It keeps raw and cooked edibles in perfect condition — fresh, pure, healthful — for days on end. It uses no ice. Yet it actually freezes large ice cubes for every meal. Or it

makes dainty frozen desserts whenever you want them — as often as you wish.

Frigidaire operates without attention. It's air-cooled — no water required, no plumbing necessary. It uses just ordinary electric current from a single connection. It's powerful, quiet, depend-

able — efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

We'd like to tell you more about Frigidaire for your home. Call at our show room to-day or at your first opportunity.



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QUEEN'S BUILDINGS.

needed for lighting purposes, and the height of the room reduced below that usual in Hongkong, this latter problem of heat leakage from outside air is much less difficult.

In the following case a generous allowance has been made for heat leakage from outside into the room. The walls are not reckoned to be insulated. Calculations show that it should be possible to keep such a room at a temperature ten degrees below the outside air temperature, and at humidity 20 below the outside air humidity with the following equipment. There would be two small freezing plants each using a 1½ horse power motor and suitable expansion coils; also a small fan for taking air out of the room and passing some of it over the coils

before sending it back to them. A certain amount of fresh air should be supplied from outside and this would have to be cooled and de-humidified before being mixed with the air that has been withdrawn from the room and cooled. At the most only about ten per cent. outside air has to be so treated.

The actual cost of installing such a plant in Hongkong is about \$5,000. During the summer months it would probably have to work ten hours a day; the cost for electric power on this assumption being \$1 a day. It would possibly cost about \$200 a year for electric power; probably less. In conclusion, the lecturer said he appreciated the opportunity of lecturing before the Institution and announced that the students

of the University had been so appreciative of the opportunity that they had elected Mr. W. J. Stokes, Mr. W. Ormiston and Mr. L. J. Blackburn to be honorary members of the University Engineering Society.

Offering a vote of thanks to Professor Middleton Smith, H. E. the Governor said he hoped that Hongkong might be able to take the lead in most interesting experiments which would be for the welfare of the whole human race. A vote of thanks to His Excellency for presiding was proposed by Mr. W. J. Stokes.

A cheque for \$255, as a parting gift from Holy Trinity, Folkestone, was presented to the Rev. W. H. Elliott, the new Canon of St. Paul's recently.



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25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

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295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476
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FOR SALE.

FOR SALE.—GALLOWAY 12H.P. 4-cylinder car in good running order—owner leaving colony \$450 or offer. Apply Paymaster Commander HARRIS R.M.S. Tamar.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanling (in On Lok Village), furnished or unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

TO LET OR FOR SALE.—No. 55, The Peak, within two minutes' of Tram and on main Motor Road. Unfurnished. Seven Roomed HOUSE with modern Sanitation. For particulars apply: Hongkong Realty and Trust Co., Ltd.

PREMISES TO LET.

TO LET.—From 15th May to 30th November, No. 223, Peak, Five roomed house fully furnished, with three modern Bathrooms, Garden, 8 minutes rickshaw from Tram and on Motor Road. Apply John Fleming, care of Lowe, Bingham and Matthews.

APARTMENT TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$35, to \$130 per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.367.

ARE YOU SICK? Why Continue To Suffer. Get The Foo On Chinese Herbs and Get Well. Contipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabates. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 64, Queen's Road Central, Tel. C. 5009.

EXPERT MASSEUR.

and all kinds of chronic ailments. Madame H. MORITA. Madame E. AKAJI. 4, On Lan Street; Tel. No. C.4395 Cures Rheumatism, Nervousness

EDINBURGH Close to Bruntsfield Links, in residential part of town, LEAMINGTON PRIVATE HOTEL Leamington Terrace Ideal holiday residence, large rooms, every modern convenience. En Pension from £3 3. Bed and Breakfast 8/6. Write Mrs. Davies, "Liaison."

New Advertisements

THE HONGKONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hongkong.)

NOTICE is hereby given that the Ordinary Yearly Meeting of Shareholders of The Hongkong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hongkong), on Saturday, the 16th day of March, 1929, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1928, and re-electing two Directors and the Auditors.

By Order of the Board,
F. C. BARRY, Secretary.
Hongkong, 6th March, 1929.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE is hereby given that the Forty-fifth Ordinary General Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 14th March, 1929, at 11.30 o'clock, a.m. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1928, and to transact the ordinary business of the Company.

The Transfer books of the Company will be closed from Friday, the 8th March, 1929, until Thursday, 14th March, 1929, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO., General Managers.
Hongkong, 26th February, 1929.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the Fortieth Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on Friday, 22nd March, 1929, at 11 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1928, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 11th March, 1929, to 22nd March, 1929, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD. Agents.
Hongkong, 1st March, 1929.

HONGKONG JOCKEY CLUB.

The First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 9th March, 1929, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5 each, up to Friday, 8th March, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.00.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during Race Meetings.

HONGKONG CLUB.

NOTICE.

The First Yearly Drawing of 20 Debentures (1928 issue—\$500 each) of the Hongkong Club, Payable on MONDAY, the 30th September, 1929, will be held in the Club House at 11 o'clock, a.m., on THURSDAY, the 21st March, 1929.

Bearers of Debentures are invited to attend the Drawing.

By Order,
T. A. ROBERTSON, Lieut. Col., Secretary.
Hongkong, 6th March, 1929.

G. 3333 R.

NOTICE.

HONGKONG WATERWORKS.

It is hereby notified that commencing on Monday, the 11th instant, pressures in the City Districts will be reduced nightly between the hours of 10 p.m. and 6 a.m.

The usual pressures will be available from 6 a.m. to 10 p.m.

HAROLD T. CREAMY, Water Authority. Public Works Department. Hongkong, 7th March, 1929.

THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS. The Sixtieth Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Tuesday, the 26th March, 1929, at 11 a.m., for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1928.

The share Register and Transfer Books will be closed from the 12th to the 26th March, 1929, both days inclusive.

JARDINE MATHESON & CO., LTD. General Managers. The Hongkong Fire Insurance Co., Ltd. Hongkong, 6th March, 1929.

GREEN ISLAND CEMENT CO., LTD.

NOTICE is hereby given that the 40TH ORDINARY ANNUAL MEETING of Shareholders in the above COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on Wednesday the 13th day of March, 1929, at Noon, for the purpose of receiving a Statement of Accounts and a Report of the Directors for the year ended 31st December, 1928.

The Transfer Books of the Company will be CLOSED from MONDAY the 4th day of March, 1929 to WEDNESDAY the 13th day of March, 1929, both days inclusive.

By Order of the Board of Directors,
SHEWAN TOMES & CO., General Managers. Hongkong, 21st February, 1929.

CHURCH NOTICES.

To-morrow the Fourth Sunday in Lent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, March 10th, 1929, 4th Sunday in Lent. Choral Eucharist 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean. Subject "Self-dedication and Intercession." Evening 6 p.m. Preacher: Rev. H. V. Koop. Subject "The Christian at Home." Social Evening in Cathedral Hall after Evensong. Collections throughout the day will be given to be Miners Fund. Wednesday Evensong 5.30 p.m. address by Rev. F. Freeman R.N.

Union Church, Kennedy Road, 10th March, 1929, Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Hymns 658, 804, 1, 254. Evening Service 6 p.m. Preacher: Rev. Frank Short of the London Mission. Hymns 37, 449, 184, 187, 668.

Wesleyan Methodist Church, Queen's Road East, Sunday Services, Morning 10.15 a.m. Preacher: Rev. Frank Short. Evening Preacher: Rev. J. C. Knight. Subject "Taking Cover." Sunday School 3 p.m. Sailors and Soldiers Home Prayers. Sunday 3 p.m. Men's Bible Class. 8.15 p.m. Service Men's Social Hour. Wednesday 8.15 p.m. Gospel Meeting for Service Men.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Tram Station. Sunday Service, 11.15 a.m. Subject "Man." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 11th March, 1929, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

comprising:—Teak Hatstand with Bevelled Mirror, Glass Cabinets, Tapestry Covered Armchairs and Couches, Pianos, Gramophones, Sewing Machines, Desks, Bookcases, Pictures, Carpets, Rugs, Electric Fans, Gramophone Records, Wardrobe Trunks, Cabin Trunks, Brass Ware, Ornaments, Curls, etc., etc.

Teak Dining Tables, Dining Chairs, Teak Sideboards with Mirrors, Dinner Waggons, Ice Chests, Crockery, Kitchen Utensils, Electric Cookers, Cooking Stoves, Glass Ware, Cutlery, etc., etc.

Brass, Teak and Iron Bedsteads, Wardrobes, Dressing Tables, Chests of Drawers, Washstands, Chamber Stands, Commodes, Toilet Crockery, Linen, etc., etc.

A Quantity of Blackwood Furniture. Cat logues will be issued. On View from Saturday, the 9th March, 1929.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 11th March, 1929, at 2.30 p.m. at their Sales Room, Duddell Street.

One Cottage Piano by "Washburn."

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from J. H. Taggart Esq., to sell by Public Auction

on TUESDAY, the 12th March, 1929, at 2.30 p.m. at their Sales Room, Duddell Street.

One Cunningham 8 Cylinder, 36 H.P. Cabriolet 7 Passenger Car in good running order and excellent condition.

On View on Day of Sale. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 12th March, 1929, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Particulars from Catalogue.) On View from Monday, the 11th March, 1929.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

BEST COAL & CHEAPEST PRICE.

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Peak at \$23.00 per ton
Upper Level \$22.00 " "
Middle Level \$21.00 " "
Central Office \$20.00 " "
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The above prices include delivery charges to destination.

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Large Double Rooms

with verandahs

are available for

Married couples

or

two Bachelors

on monthly inclusive terms

from \$250

and upward.

THE UNDERSIGNED HAVE RECEIVED INSTRUCTIONS

TO SELL BY

PUBLIC AUCTION IN FOUR LOTS

on Tuesday, the 12th day of March, 1929, at 3 o'clock p.m.

at their Auction Rooms, No. 4, Duddell Street, Victoria, Hongkong.

THE VALUABLE LEASEHOLD PROPERTIES

LOT NO. 1.—The property known as Nos. 99D, 99E and 99F WELLINGTON STREET comprises three newly erected four storied Chinese shops and dwellings with basements situate in the centre of the city on the piece or parcel of ground registered in the Land Office as Section C and the Remaining Portion of Inland Lot No. 164 having an area of 2652 square feet or thereabouts. The property is situate on the North side of Wellington Street and is bounded on the East by Peel Street and on the West by a private lane.

LOT NO. 2.—The property known as No. 180 WELLINGTON STREET is an excellent class three storied Chinese shop and dwelling house with iron balconies in front situate in the centre of the city on the piece or parcel of ground registered in the Land Office as Section 12 of Inland Lot No. 8 having an area of 723 square feet or thereabouts. The Annual Crown rent payable on this property is \$12.00.

LOT NO. 3.—The property known as No. 360 QUEEN'S ROAD CENTRAL and No. 47 LOWER LASCAR ROW are excellent class three storied Chinese shops and dwellings. No. 360 Queen's Road Central has an attic storey on the roof and No. 47 Lower Lascar Row a basement. The property is situate on the piece or parcel of ground registered in the Land Office as Subsection 1 of Section AE of Inland Lot No. 211 having an area of 1273 square feet or thereabouts. The Annual Crown rent payable on this property is \$21.81.

LOT NO. 4.—The property known as No. 1 CASTLE ROAD is a semi-detached two storied European residence situate in the central district of the city on the middle levels in a favourite residential locality on the piece or parcel of ground registered in the Land Office as Section B of Inland Lot No. 503 having an area of 4193 square feet or thereabouts. The property is ripe for re-development purposes. The Annual Crown rent payable on this property is \$5.63.

Further information and Copies of the Particulars and Conditions of Sale may be obtained from:—MESSRS. HASTINGS DENNY & BOWLEY,

Vendors' Solicitors, 8, Des Voeux Road Central, or MESSRS. LAMMERT BROS., The Auctioneers.

(Continued on Page 11.)

"PEAK MANSIONS."

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APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two H.P.

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NOW SHOWING AT

MOKGKOK KOWLOON.

Grand Change of Programme

MONDAY, 11th March at 9.15 p.m.

MATINEES

WEDNESDAY, SATURDAY and SUNDAY, AT 4.15 P.M.

(Children Half Price to Matinees Only.)

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PASS THE CIRCUS GROUND.

FINAL PERFORMANCES TO-DAY

At 5.30 & 9.20

THE

SAMOAN DANCERS

DIRECT FROM THE SOUTH SEAS

in

Native Song and Dance Numbers including the

famous "SIVA SIVA" Dance.

Prices of Admission.....\$2 and \$1.

Booking at Montreil's and Theatre.

MATINEE TO-DAY AT 5.30 CHILDREN HALF PRICE.

AT THE STAR THEATRE

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Manila and Australia	Taipei	March 9.
Amoy	Talamba	March 9.
U.S.A., Honolulu, Japan and Shanghai	Pres. Garfield	March 9.
Europe via Negapatam Letters and Papers London, 7th February, and parcels, 30th January.	Khyber	March 9.
Straits	Nagore	March 11.
Manila	Pres. Taft	March 11.
U.S.A., Honolulu, Japan & Shanghai	Pres. McKinley	March 11.
Shanghai and Amoy	Yunnan	March 11.
Shanghai	Andre Lebon	March 12.
Saigon	Portes	March 12.
Shanghai	Khiva	March 13.
U.S.A., Canada, Japan and Shanghai	Pres. Jefferson	March 15.
Europe via Suez (letters and papers) London, 14th Feb., and parcels, 7th Feb.	Naldora	March 16.
Manila	Emp. of Asia	March 17.
Shanghai	Patroclus	March 19.

OUTWARD MAILS.

For	Per	Date and Time
Straits	Cardiganshire	Sat, Mar. 9, 1.30 p.m.
Haiphong	Tonkin	Sat, Mar. 9, 2.30 p.m.
Straits	City of Pekin	Sat, Mar. 9, 2.30 p.m.
Fort Bayard	Huong Hoi	Sat, Mar. 9, 2.30 p.m.
Samsahul and Wuchow	Tai Ming	Sat, Mar. 9, 2.30 p.m.
Manila	Pres. Garfield	Sat, Mar. 9, 5 p.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun, Mar. 10, 9 a.m.
Bangkok via Swatow	Kwalyang	Sun, Mar. 10, 9 a.m.
Shanghai and Europe via Siberia	Khyber	Sun, Mar. 10, 9 a.m.
Swatow	Hydrangea	Mon, Mar. 11, 2.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	President Taft	Tues, Mar. 12.
	Parcels	11th, 5 p.m.
	Registration	11th, 5 p.m.
	Letters	Mar. 12, 8.30 a.m. (Due San Francisco 3rd April.)

Baigon, Straits, Ceylon, India, Mauritius, L. Marques, E. and S. Africa, Aden, Egypt, and Europe via Marseilles

Andre Lebon Tues, March 12: K.F.O.
Registration 10 a.m.
Letters 1 p.m.
G.P.O.
Registration 12.45 p.m.
Letters 1.30 p.m.
(Due Marseilles, 12th April.)

*Correspondence bearing vessel's name only.

I AIN'T GOT TIME TO TALK ABOUT WHIMMEN - I'M TOO BUSY WITH SOMETHING RIGHT NOW... IN FACT VERY BUSY!!

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An interesting addition to the
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"SYMPHONIES UNDER THE STARS"

Hollywood Bowl Orchestra
Conducted by Eugene Goossens.

Carneval Overture—Parts 1 & 2 (Dvorak, Op 92)

The Fire Dance (Manuel de Falla)

Fantastic Symphony-March to the Scaffold
(14th movement) (Berlioz, Op 14-a)

Islamay—Parts 1 & 2—Tone Picture (Balakirew)

The Sleeping Beauty—Ballet Suite (Tchaikowski),
(Op 66a) Part 1 La fee des Lilas—Part 3
Pas de caractere (Le Chat Botte et la
Chatte blanche) Panorama. Valse.

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The Hongkong Telegraph.

SATURDAY MARCH 9, 1929.

MOTOR TAXATION.

In view of the near approach of Budget Day, it is not surprising to read that a representative deputation has waited on Mr. Winston Churchill calling his attention to the high cost of motor taxation, as well as to the increased prices for petrol. The leaders of the motor industry, as well as motorists generally, have long felt that they have been unfairly burdened by taxation, and the raising of the Road Fund by the Chancellor of the Exchequer has also been much resented. What is now sought is that there should be a reduction in the annual tax on cars, in which event there would be no objection to an increase in the petrol tax to make good the deficiency. It is also desired that a greater proportion of the revenue from motors should be specifically allotted to the Road Fund, instead of being absorbed as general revenue.

At Home, the motor-car tax is based on horse-power of the vehicles, which, in the opinion of motorists, is not the best way of dealing with the matter. Here in Hongkong, motor vehicles are licensed on fees reckoned according to weight. For private cars, the rate varies between \$16 and \$48 annually, for public cars from \$72 to \$120, for motor buses from \$120 to \$240, and for commercial vehicles from \$24 to \$240. Exactly what amount of revenue the Government receives from this source, we have been unable to ascertain, for the reason that the income from these taxes is not specifically set out in the Estimates. In view of the tremendous number of vehicles now in use in the Colony, however, the receipts must total a large sum. All goes to the general revenue of the Colony, and there cannot be any serious complaint in this regard, seeing how much money the Government spends on the construction and maintenance of roads. What is more, the motoring public fully appreciates the fact that our roads are such as the Colony may well feel proud of. On the matter of the method of computing the licence fees, however, there is room for improvement. Taxes based on weight are no more satisfactory than taxes based on horse-power. It is true that the heavier the car, the more wear

and tear it causes the roads, but the fact must not be overlooked that car owners do not all use their vehicles to the same extent. For example, an owner with a seven-seater car may only use it at week-ends, whilst the man with a runabout may be driving it every day of the week. Yet the former, under the existing method of taxation, pays a much heavier sum by way of licence fee.

Obviously, the fairest method of taxation is to put a tax on petrol, for by this system the motorist's contribution would bear an exact relation to the extent to which he makes use of the roads. That is the system which we should like to see in force here in Hongkong, and it is one which motorists generally consider to be the most equitable. It is generally conceded that for the average motorist the existing taxation is not unduly heavy, but a much fairer method of levying the impost could be devised, along the lines we have suggested. The matter is one in which the Automobile Association might well interest itself on behalf of its members and the motoring public generally.

U. S. Press Canards.

Except to the habitually-suspicious who are ever willing to believe anything to the discredit of a leading public personage, Sir Austen Chamberlain's categorical denial of the statement attributed to him by an American journalistic sensation-monger will be readily accepted. It was alleged that in conversation with British Press representatives, the British Foreign Secretary described the Kellogg Pact as merely an American gesture suitable only for Americans. If so much publicity had not been given to the statement, and if there was not a very real danger of creating a totally wrong impression in the United States, this latest American press canard might well have been ignored, though in the circumstances, it was just as well that the unknown correspondent was brought down to earth at once. It is obviously absurd to suppose that any British Minister would be glibly of such an indiscretion as a statement belittling not only another nation, but an international agreement depending entirely for its effectiveness on mutual goodwill. We should say the same thing even if there was not a mass of evidence to justify Sir Austen's declaration that he has always regarded the Kellogg Pact as one more barrier erected by international co-operation against war. We need only recall, in this connexion, his cable to Mr. Kellogg at the time when the British Empire ratifications of the Pact were deposited with the State Department in Washington. The curiosity of the affair is that the author of the message which has created such a stir, has probably reason for personal satisfaction in having achieved his object (precisely that of creating a stir) and is not the least bit disturbed by the outcome. We have for a long time been under the impression that the majority of these so-called Anglo-American "breezes" are fostered, not for the purpose of injuring relations but merely to enter to the desire for sensationalism. Whatever the motive, however, it is to be deeply deplored, and we think those concerned will find it does not pay in the long run.

SHAMEEN POLICE.

DEPARTS FOR HOME LEAVE.

Nearly all the foreign community of Shameen gathered at the Hongkong Canton & Macao Steamboat Company's wharf on Wednesday to bid Au Revoir to Captain and Mrs. G. A. Clements on the occasion of their departure on furlough. They left Canton by the Lungshan to sail from Hongkong by the a.s. Derflinger for Genoa, thence overland to London.

Captain Clements, R. O., joined the Shameen Police Force as Superintendent in June, 1925, just six days before the troubles broke out. Before that he was in the Royal Artillery stationed in Singapore and for a time in Hongkong. It is eight years since he was last home on leave and he is especially looking forward to the reunion with his little daughter whom he has not seen for all those years. Mrs. Clements came out to Shameen at the beginning of 1926.

Sub-Inspector Paine of the Central Police Station, Hongkong, is taking over the duties as Superintendent of Police during the absence of Captain Clements. Our Own Correspondent.

DAY BY DAY.

MEN BELIEVE THAT THEY CAN MARRY A SEVENS ORNAMENT AND TURN HER INTO A DELFT PLATTER THE MINUTE AFTER THE WEDDING CEREMONY IS OVER.—*Batrica Fair-fax.*

Capt. and Mrs. G. A. Clements and the Misses Capell left by the Derflinger.

The Ben Line a.s. Benmacduh, from Singapore, is due here on the 13th instant.

His Excellency the Governor has appointed Dr. Kok Cheung Yeo to be the Chinese Assistant Medical Officer of Health.

It is notified that from Monday, water pressures in the city districts will be reduced nightly between 10 p.m. and 6 a.m.

Tenders are being invited by the Hongkong Government for the supply of a new refuse launch and for the construction of the Cust Rocks beach on light.

His Excellency the Governor has appointed Captain A. J. L. Whyte, Royal Engineers, to be his Private Secretary in addition to his other duties.

The forthcoming wedding is announced of Mr. J. V. M. Cordeiro, of No. 573, Orient Buildings, Kowloon, to Miss M. A. Silos, No. 5, King's Terrace, Kowloon.

At the P.W.D. offices on the 25th instant, New Kowloon inland Lot 1212 will be offered for sale. It has an area of about 2,193 square feet, and the upset price is \$3,290.

Mr. Leland Wong will preach at noon to-morrow at the Baptist Church, Caine Road. He will also preach at 4 p.m. on Sunday and Monday at All Saints, Kowloon.

His Excellency the Governor has appointed Lieutenant F. G. Sillitoe, Royal Marines, to be his Aide-de-Camp and has granted him the local rank of Captain.

It is notified that the Treaty of Commerce and Navigation concluded between United Kingdom and Hungary on 23rd July, 1926, has been extended to the Colony of Hongkong.

His Excellency the Governor has been pleased to appoint Mr. H. R. B. Hancock to be a member of the Licensing Board during the absence from the Colony of Mr. H. B. L. Dowbiggin.

According to a report made to the police by Mr. P. M. Xavier, of No. 39, Ashley Road, Kowloon, some person entered his house between 2.30 and 9 a.m. to-day and stole four pieces of clothing valued at \$60.

The average mean temperature recorded by the Royal Observatory during February was 58.9, the highest point being 76 and the lowest 47.4. There were 74 hours of sunshine and only 0.585-inch of rain. The average humidity was 79.

The Catholic Press Day will take place at the Roman Catholic Cathedral to-morrow, Morning Service, High Mass at 8 a.m., Evening Service, Sermon and Benediction at 4 p.m. After that an "At Home" at the Mission House. All Catholics are cordially invited.

The name of the Kowloon Indian Tennis Club was inadvertently omitted from the list of clubs and associations which organised the Garden Party at the Club de Recreol on Wednesday to celebrate the appointment of Kowloon representatives on the Legislative Council.

Amongst passengers arriving here from Home by the P. and O. liner Khyber were Sub. Lt. H. J. C. Stokes, Lt. T. Taylor, Lt. E. V. B. Baker, Lt. Comdr. W. B. Keith, Comdr. Hon. E. W. Fellowes, Lt. Comdr. J. O. Bullock, Surg. Lt. E. W. Graham, Comdr. and Mrs. A. B. Lockhart, Lt. Comdr. G. C. Menzies and Lt. Comdr. F. L. Herriman.

BANK RETURNS.

BANKNOTE AND SPECIE DETAILS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 28th February, 1929, as certified by the Managers of the respective Banks are:

Banks	Average Amount	Specie in Reserve
Chartered Bank	17,141,288	6,800,000
Hongkong Bank	55,851,892	14,000,000
Mercantile Bank	1,816,024	250,000
Total	74,809,204	21,050,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,250,000.
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,200,000.
‡ In addition Securities deposited with the Crown Agents valued at £210,000.

WALTER SAVAGE LANDOR.

A Sadly Neglected Author.

Opening a new volume which purports to include the great writers of English prose, I looked in vain the other day for the name of Walter Savage Landor. I was amazed and perplexed, and, spurred by sentiments akin to dismay I sought—as indices of current recognition—some half dozen of those bulky collections designed for our college surveys of English literature. There I found a page or two of verse, but not in a single one of these presumably representative anthologies a single line of Landor's prose.

Vigorously protesting, I asked a friend who compiled one of these widely used collections of more than a thousand pages, "What is the meaning of this? Amid all the wealth of Landor is not a single quotation worthy a place?" "From the Imaginary Conversations, I suppose you mean?" he replied.

"Certainly," I said with warmth. He shook his head slowly. "Haven't you?" he asserted.

"And why not?" I insisted. "Don't you recognize the perfection of their style, all the grace and subtlety, and beauty?"

"Oh, yes," he responded. "All that, of course. But they seem too remote from us to-day. The fact is they have lost their appeal for the present-day reader."

"Well," I rejoined. "So much the worse for the reader. Here is one right here who still dwells upon these matchless dialogues with unflinching delight. And I wonder if I might not have been drawn to their author?"

To my discovery of the sad neglect into which Landor has apparently fallen is due then this plea, now convincing it will prove I dare not predict. But it is likely to have the one distinction of being the only essay on the subject to be written this year! From present indications the completed publication of the Imaginary Conversations just one hundred years ago is not likely to arouse any excitement in the literary world. It will hardly be recognized among the important centenaries to be heralded this year. Apparently our friends the current anthologists know their age.

If only the most eloquent of Landor's apologists might speak again to ears become indifferent! Perhaps our age might take heed. Yet Swinburne's encomium may lend weight to my plea. On the centenary of the earlier writer's birth he wrote:

All sweet, all sacred, all heroic things,
All generous names and loyal, and all wise,
With all his heart in all its way-farings,
He sought, and worshipped, seeing them with his eyes

In very present glory, clothed with wings
Of words and deeds, and dreams immortal.

Translated into description of what the object of these lines actually wrote, Swinburne's eulogy means that in a hundred and fifty dialogues Landor evoked the past, ranging in time from the age of Pericles to his own day.

The vast range of the picture is illustrated by the titles, Marius and Metellus, Marcellus and Hannibal, Joan of Arc and Agnes Sorel, Leofric and Godiva, Tancred and Constantine, Essex and Spenser, Bossuet and the Duchess de Fontanges, Landor himself and Robert Southey his devoted friend. An indefatigable reader with tenacious memory, he absorbed the essence of all history, the temper

of all ages; he distilled the character of numberless protagonists in the drama of events. Then he proceeded to reproduce that history and temper and those characters in the most personal and direct of all forms of expression, the very utterances of men and women in conversation with each other.

In some of them we seem to be fortunate eavesdroppers listening to the memorable friendly encounters of the great. Chaucer is graciously received by Petrarch and Boccaccio; Dr. Johnson is congratulated by John Horne Tooke on the completion of the dictionary; Scalliger and Montaigne gossip of the events of the time. In more serious vein many other personages such as Plato and Diogenes, Newton and Barrow, plunge into deep discussions which we overhear. Out of the works, memories, biographies of these characters they speak, in the very accent of their own utterance, recaptured by Landor for us.

Not only do they express themselves in the interchange of courtesies and ideas, but in the more intense form of dramatic revelation. Landor reconstructs the situations of their lives which lend themselves to the picturing of crises. Sometimes the one character narrates crucial experience, and this becomes all the more vivid as we hear the other express his feelings. A moving illustration is the often quoted dialogue between Aesop and Rhodope, which unfolds the supreme devotion of father for daughter through the narrative of the slave girl.

Almost superfluous is the reminder that none of these widely divergent types of conversation could be effective without the distinctive beauty of their style. And in this element is the secret of Landor's strength, as well as the reason for his lack of readers at the present time. For a whole flood of biographies (more or less faithful, more or less fanciful) of the notables of other times attract a large contemporary audience. So, it is not the subject of Landor's works which seem remote. It is too marmoreal, too austere, too polished, too subtle, too highly condensed. In a word, too classical. To this generation it seems too highly wrought, too artificial.

To demonstrate by actual passages is difficult, for although Landor's work abounds in the epigrammatic, each dialogue is so cunningly woven into a seamless fabric that representative quotation is almost impossible. But some savour of the elusive charm and rhythm may be caught in the words of Rhodope's father to his daughter:

"I will sing to thee one song more, my wretched Rhodope! My chirping bird! Over whom is no mother's wing! That it may lull thee asleep; I will celebrate no longer, as in the days of piteousness, the glory of Mars, guiding in their invisibly rapid onset the dappled steeds of Rhesus. What hast thou to do, my little one, with arrows tired of clustering in the quiver? How much quieter is thy pallet than the tents which whiten the plain of Smoi! What knowest thou about the river Eurotas? Happier shalt thou be, nor less glorious, than even she, the truly beloved, for whose return to the distaff and the lyre the portals of Taenarus flew open. In the woody dells of Iamarus, and when she bathed among the swans of Strymon, the nymphs

(Continued on Page 7.)

51 COMMON ERRORS IN BRIDGE AND HOW TO CORRECT THEM by W.W. Wentworth

18. FAILURE TO ANALYZE OPONENTS' OPENING LEAD

North (Dummy)—
♠ Q 8 5
♥ J 4 2
♦ A Q J 5 3
♣ A 3

West—
Lands ♠ 9

South (Declarer)—
♠ A K 8 6 5
♥ Q 8 5 3
♦ 10 8 7
♣ J

The Bidding: South bids one spade and all pass. There are many advanced players who would not bid on A K X X without a side defensive trick but it is safe to open on a hand such as this. Both major suits are well protected and opponents will probably be unable to frame in any other suit.

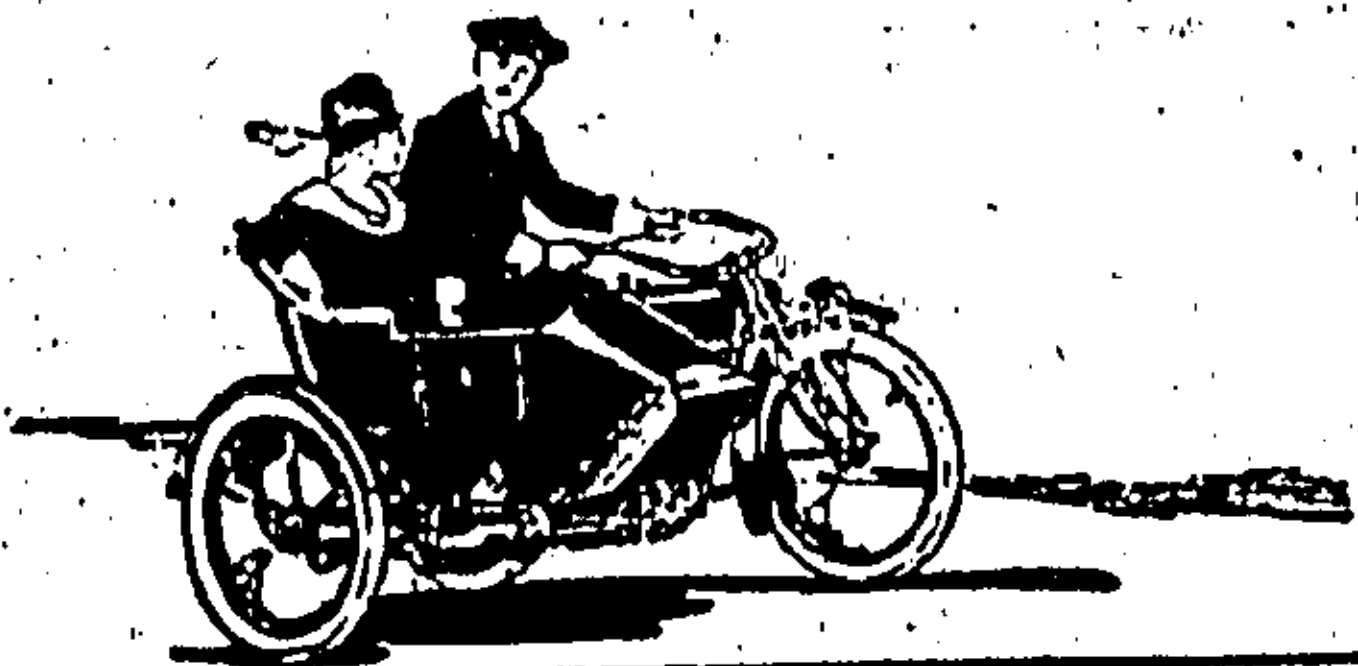
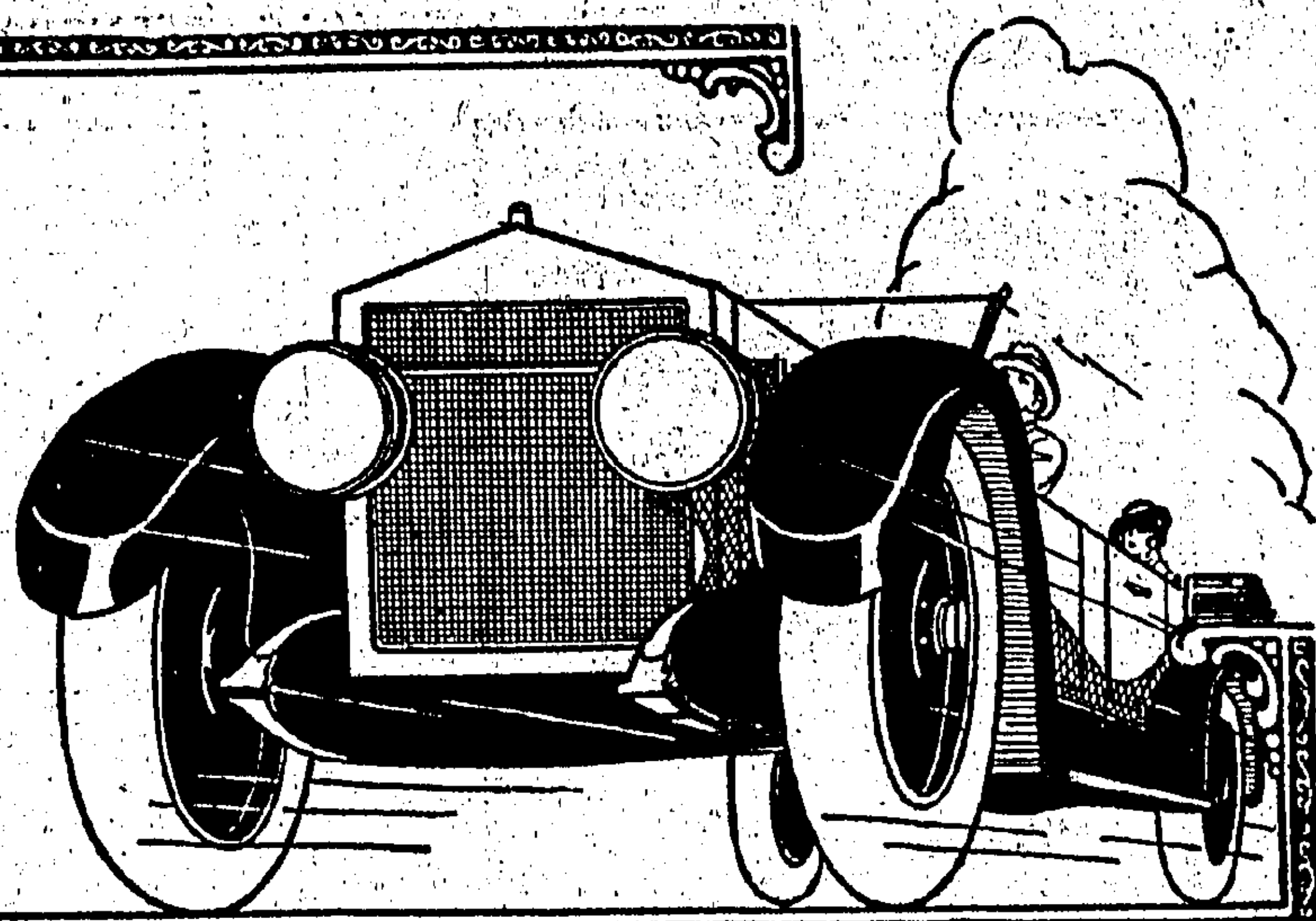
Deciding the Play: West leads 9 of diamonds. How should Declarer play to make game?

The Error: Declarer plays the Queen of diamonds from the Dummy.

The Correct Method: Declarer observes the opening lead, and examining the Dummy notices that the play is through a long suit. The probabilities are that the lead is a singleton. No finesse is attempted, the trick being taken with the Ace of diamonds. Declarer then draws trumps and thereafter establishes diamonds to make game. If the finesse had been taken game would have been sacrificed, thereby for opponents would have played King of diamonds, and then the next diamond would have been ruffed by West, two hearts being tricks made thereafter.

The Principle: The lead of a 9 or 8 against a long suit usually indicates a singleton.

MOTORING SUPPLEMENT



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SATURDAY, 9th MARCH, 1929.
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CURRENT COMMENT

Trams v Buses.

Considerable interest has been created locally as the result of statements made at the General Annual Meeting of the Hongkong Tramways, Ltd., and once again the subject of trams versus buses has come to the front. As a matter of fact, the advantages of the motor bus have been thoroughly substantiated as far as Hongkong is concerned, the main point at the meeting being the dis-appointment at not having been given preferential treatment in the matter of placing motor buses on the roads in competition to the trams. From the Tram Company's point of view, the buses are probably considered as an adjunct service to the trams, and as such, it is logical that the concern which operates the main service should desire the right to control any ancillary service. The main fact is that even the Tram Company, although pointing to the success and superiority of trams in other parts of the world, desires to reap the benefit to be derived from operating what its chairman described as unfair and unnecessary competition! We are not even sure that it is unfair—but it cannot be said that it is unnecessary, otherwise, why bother about it!

Other Examples.

It is quite customary for tramway companies all over the world to point to other tramway systems as evidence of the superiority of trams over buses, but the qualification of that superiority is largely based on the prosperity of the system, rather than on the modern or comfortable aspect. It is quite obvious that tramways must pay in thickly populated districts, and it is equally clear that the vast sums tied up in tracks, standards, rolling stock, generating stations etc. make it imperative that every effort should be made by those financially interested to continue to run trams in preference to buses. In spite of all the arguments for trams, it is illuminating that very few tram companies extend their existing system, preferring to acquire fleets of motor buses instead.

Competition Healthy.

In spite of what may be said on the virtue of monopoly, there is no denying that competition is of the utmost benefit to the public. It is quite true that many tramway systems are protected by Act of Parliament, but it must be remembered that in the majority of such cases, the trams are the property of ratepayers, and that all profits go to relieving the local rates. Similarly, of course, where modern municipalities have instituted motor bus services, the privately operated services running throughout the British Isles, there is the keenest competition, the result being an extremely high standard of comfort and efficiency. As far as Hongkong is concerned, it might even be advisable to grant the necessary franchise on the tender system. This would give all competing interests an equal opportunity of bidding for the right to maintain motor bus services over certain routes.

Motor Cycling.

That motor cycling is increasing in popularity in the Colony, is revealed by the number of machines licensed locally. For the younger generation, the two-wheeled machine offers an exhilarating mode of transport at most economical out-

lay. It is interesting to note that Sincere's sold eight B.S.A.'s last week, and in addition, cleared out a shipment of Norton motor cycles, for which excellent and speedy little mounts, they have recently been appointed sole agents.

Rear Lights.

Motoring down the Peak the other evening, no less than three cars were noticed with the rear number plate not illuminated. While such a state of affairs may be quite accidental, there appears to be a growing tendency among some drivers to adopt the "maskee" spirit with regard to lighting. The sooner this is stopped, the better.

Record Shipment.

What is believed to constitute a record shipment of cars to Hongkong, arrived recently when Messrs. Wallace Harper & Co., Ltd. took delivery of 62 Ford cars and trucks. Although some people predicted that the day of the "silver" had passed, especially when Chevrolet took the lead in sales figures, the new Ford has created huge business all over the world, recent reports indicating that the various Ford factories are working at high pressure in order to cope with orders. South China is certainly taking its quota of these vehicles, thanks to the energetic local representation.

Failures Analysed.

Every year the Royal Automobile Club publishes an analysis of the car breakdowns handled under its "Get You Home" service, and the figures for 1928 are now available.

The service in question provides the use of a free relief car for members whose own vehicles break down or become involved in an accident.

The poor old ignition system is still labelled as the bad boy of the family, being discredited with 22.7 per cent. of the total failures.

Unwise Economy.

The second biggest item on the black list is axle shafts, which have a total of 13.8 per cent. of the failures scheduled. This is really incomprehensible in these days of perfected design and metallurgy. There can be but two possible explanations. Either some manufacturers still economise unduly in the quality or size of the axle shafts; or some drivers let the clutch in so fiercely as to upset all calculations for a reasonable margin of safety.

Less Accidents.

It is gratifying to see that "accidents," with 13.5 per cent. allotted, show a slight decline by comparison with the previous year.

Cylinders and pistons are not so reliable in the modern car as in earlier types—so far as these figures may be taken as a criterion. In 1924 the figure was 6.8 per cent., but last year it was 10.5, or nearly twice as bad. The most reliable unit on a car is the braking system—credited with only 1 per cent. of the failures; and the steering and front axles are reasonably satisfactory for such vital parts, with 3.3 per cent.

CAR-BUSES.

Sydney's New Transport.

SUBURBAN SERVICES.

In competition with trains, trams, and buses a new form of motor transportation has developed in Sydney.

It has evolved from the generosity of the "Want a lift, friend?" motorist. Now, owners of passenger cars are saying "Want to pay for a lift?" and are finding willing passengers.

Services of this kind are running daily from Ryde, Randwick, and Daceyville, and from other suburbs, too, probably. The fare is the same, or one penny more than train or tram fares, and the passengers are regulars who have been collected as a clientele.

Cannot Use Placards.

Cars capable of seating 8 or 10 are being used, and the city terminal is Market-street. So long as the cars do not display a placard or sign, or verbally ply for hire, they cannot be classified as taxis or omnibuses. The proprietors cannot sell tickets in the cars, but they can

PETROL & BEAUTY.

Boycott on Ugliness.

At a conference called to help preserve the beauties of the countryside at Leicester (Eng.), it was suggested that motorists should pledge themselves never to buy petrol from any disfigured or disfiguring garage.

Speakers declared that a boycott of this nature would result in an improvement of the types of buildings used as filling stations.

sell them to passengers—if tickets are required—in a building before the journey commences.

Regular time-tables are being run by these enterprising apostles of fast transport. Usually they manage to find clients whose needs are to come to or leave the city at different hours.

As at present constituted, the Traffic Act contains no provision to prevent car owners from selling transportation in this manner. The attitude of the drivers is "offer you a lift and you can offer me sixpence for the favour. I will, of course, expect the sixpence and accept it."

It is considered likely that amendments to the Traffic Act will be introduced to rank this form of transport with taxis and buses.

RECORD HILL CLIMB.

Chevrolet Truck Climbs Garth Mountain.

CATERPILLAR GEAR PRAISED.



The hill-climbing capacity of a Chevrolet commercial car was demonstrated in England recently when a fully loaded 3,000 pound truck climbed the Garth Mountain, near Cardiff. The achievement was regarded as impossible and created so much interest in automotive circles that the quiet little English town at its base became a bustling centre for a day. Newspaper men, photographers and men prominent in the automotive industry were present to witness the attempt and were enthusiastic over the power displayed by this standard truck.

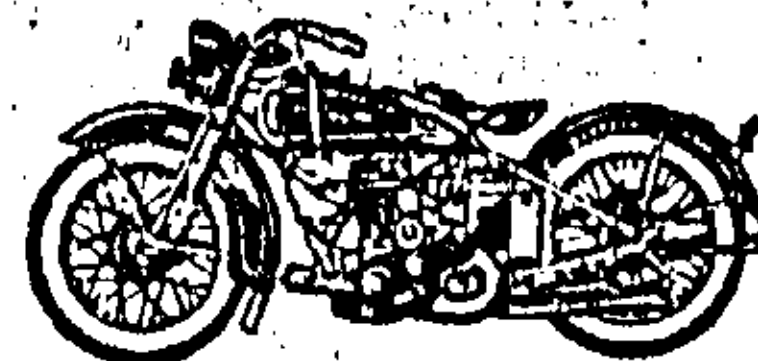
Before the test was made a surveyor was employed to survey the road. He also acted as official observer during the test and in his certified report described the trip which began at the Gwaelod-y-garth Hotel and ended at the summit of Garth Mountain. An excerpt from his report follows: "Leaving the hotel, the ten road-way rises at a steady gradient of one foot in 5.39 feet, until the hairpin turn is reached. Rounding the hairpin turn at the left, the roadway which at this point is only about seven feet wide, rises sharply about one foot in 2.23 feet. Continuing up the Mountain Gate road there are gradients of one in five. The road surface was of loose stone macadam, being particularly rough and soft in places. The distance travelled was two and one-half miles and the altitude climbed was 775 feet."

The sponsors of the climb attributed the accomplishment to the "caterpillar" gear of the Chevrolet—the small ratio gear that is a new feature of Chevrolet trucks.

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ON YOUR DEPARTURE

You return the car to us and get our cheque for the pre-arranged buy-back price.

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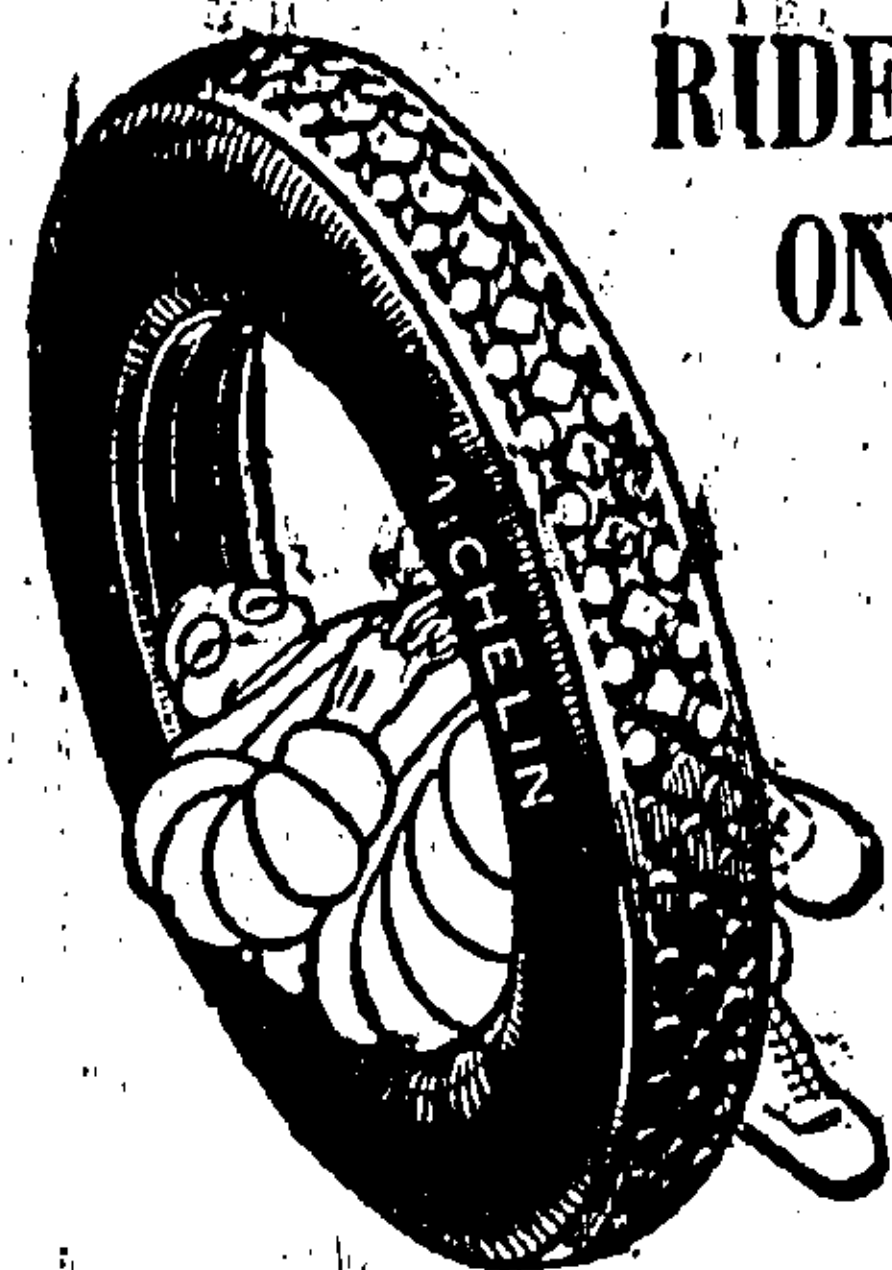
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Handsome appearance. Simple and easy to handle. Economical running costs. Comfortable riding position. And above all, the reputed B. S. A. standard for consistent reliability.

1.74 h.p. Model A29 de luxe Two Stroke

2 Speed \$325

3 Speed \$350

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The Sincere Co., Ltd.

MILLION A YEAR.

Nash Refused It.

MOTOR CHIEF'S VARIED LIFE.

Though more than 60 years of age, Mr. Charles W. Nash, president of the Nash Motor Co., still manages his organization with the efficiency and enthusiasm of a young man.

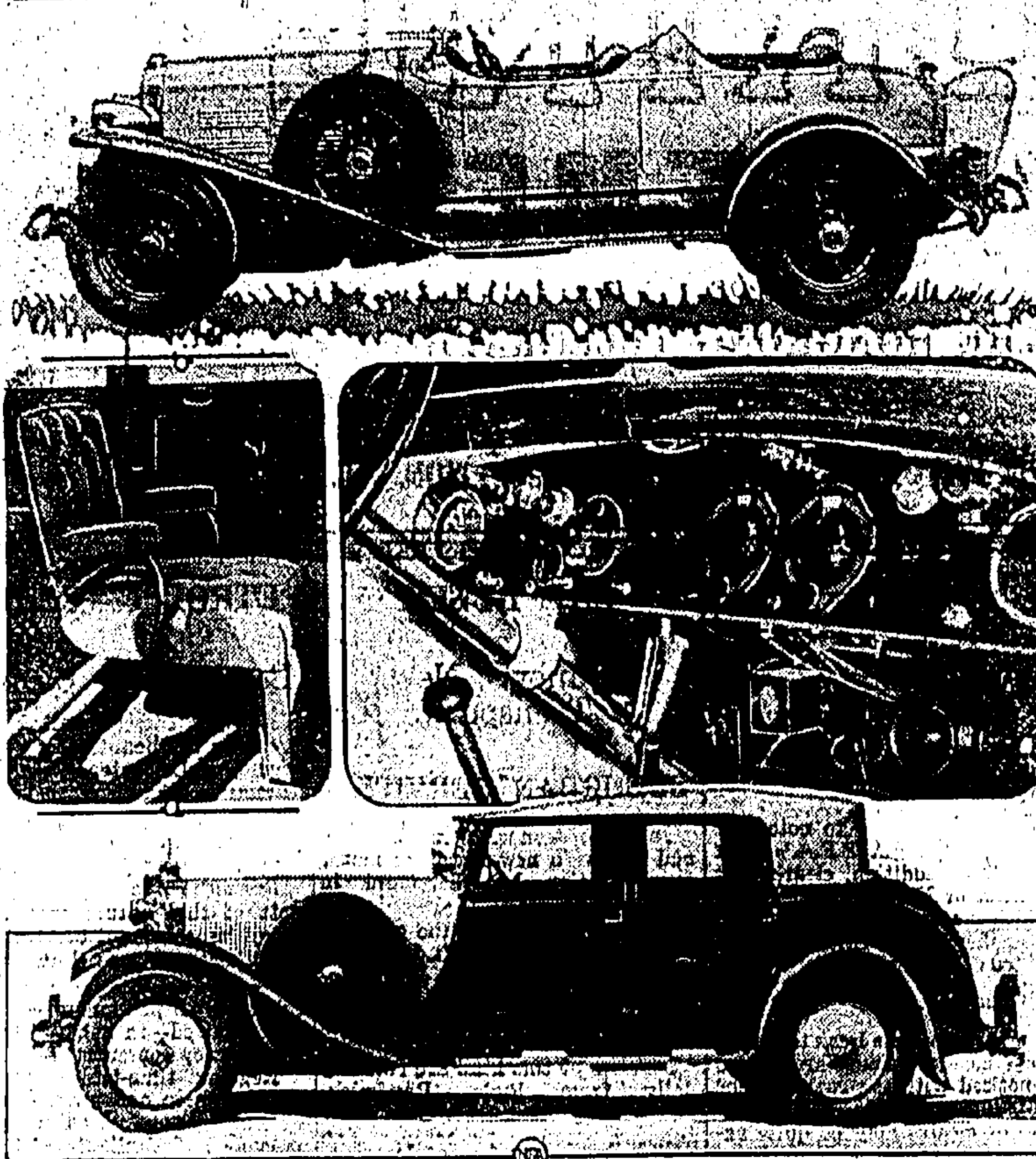
Probably success and variety have kept him young, for he has

been working since the age of seven, when he was apprenticed to a trade.

He ran away from this employment before he was 12 to become a farm labourer, then a workman in a "buggy" factory. After revolutionizing the buggy industry in America, he graduated into motor cars, and, in time, became president of the General Motors Corporation, a position he held for four years, at a modest stipend of \$75,000 dollars a year.

It is said that he refused a salary of a million dollars a year when he retired from General Motors to found his own company.

1929 CARS DE LUXE



Here are some examples of how society drives. Upper photo shows a Lincoln roadster with rear cockpit and even rudder and stabilizers to bring out the airplane effect. Bottom photo is a Mercedes, the dashboard arrangement of which is shown in right centre, with its radio knobs and other devices. At left centre is a typical folding seat, revealing the height of comfort for this usually neglected appliance.

De luxe motor cars, like Paris clothes, have gone sleek, formal and elegant this winter.

The ultra modern automobiles, at the 24th Annual Automobile Salon at the Commodore, and exhibited later at Chicago, Los Angeles and San Francisco, shows them to be the epitome of sophisticated chic and comfort.

One hundred svelte, burnished, magnificent autos are in this display of the cream of the industry. The combined cost of this blue book of autos runs around \$1,000,000. And they look it! They stand, like proud thoroughbreds sure of their beauty, silent but compelling testimonials to the best carrossiers in five European countries as well as our own.

Many are special orders, incorporating individual elegant touches into their design and fittings. The more one examines them, the more impressive they grow. Like all masterpieces, be it a superb costume or a painting their richness and luxury grow upon one gradually. For with the exception of some special roadsters, they have subdued colourings—black, blue, maroon, ivory, melon green—simplicity of line and a complete lack of peevish decorations.

Convertible Bodies.

Two general tendencies are noted in these creations. First is the trend towards convertible bodies to allow their owners to breathe the fresh air out on the open road and still be Ritzy town cars.

ready for the heaviest rain or snow. There are many ingenious ways that these new bodies have their tops collapse at a touch or two and fold neatly into nowhere.

The second general tendency is toward greater comfort inside. The fittings of this year's de luxe cars leave one gasping.

A gleaming black Rolls-Royce town brougham with ivory wicker work adorning the body has small old-fashioned carriage lamps high at the sides like old-time equipages. The door swings clear back over the fender, the step is so low that Milady can make the grade from the curbstone hardly lifting a foot. This gem can be had for \$21,500.

A smart Isotta-Fraschini in a rich maroon has its upholstery in beige figured velour for the seats and plain for the overhead and carpet. Its prize is a pair of the new "prohibition pockets"—pockets in each arm rest for flasks. Here also is an electric device whereby the chauffeur can be signalled any direction by the mere pressing of a button. All door knobs are hand-hammered German silver, the vanity and smoking fixtures complete, and a magazine pocket for the door. Outside this car has a screen protector for the front of the radiator to protect it from pebbles or big insects.

A Paris edition for a special order is a Paton blue Rolls that does a regular Houdini act. First glance it looks like a low, powerful roadster. Press something and the back unfolds, revealing a rear seat with top that can cover

the front, back or middle. Press something else and a middle seat, wide enough to seat three comfortably, comes up out of the floor.

Two thousand lizards gave up their pearl grey skins to upholster another beauty, an aristocratic looking Mercedes with its Saoutchik body a beige grey with inlaid bandings of highly polished orange rosewood.

This car has a radio, on the dashboard with two loud speakers, one for the driver, the other for the owners in back. This is concealed beneath a sumptuously fitted compartment for lizard skin toilet articles.

Movable Rear Seats.

Some sports sedans—low, roomy-looking little beauties—have room for golf-bags provided by sliding the rear seat forward to leave ample space behind it, a small cabinet for glasses and refreshments, luxurious leather upholstery, with soft armrests padded with sponge rubber for greater comfort and all sorts of other extras like detachable cigar lighters and ash trays.

One Lancia has a long, narrow skylight ventilator, hammered silver door handles, two extra ones to hold on to when getting in, three cases of toilet articles and pockets in the arm rests.

A Lincoln limousine has a dictaphone concealed in the roof so no horn is visible. Its transmitter, along with the vanity case, cigarette equipment, mirror and memo fits into the rear seat arm rests.

NIGHT DRIVING.

Gasping, the city lies stifled by cloud that reflect back, in dull red, its lights;

Whitely, the house lamps stare into the night through the windows wide-opened for air;

Shrill-voiced mosquitoes alone hail with joy the heat—and nocturnal delights;

But, shunning the close, sticky kiss of the sheets we search, and find coolth—and to spare.

The soggy air is split and cooled by the radiator's thrust. And a soothing stream comes sliding in through scuttle louvre and door.

The clinging cobwebs on the mind, and the harsh, sharp smell of dust. Are washed away by a cleansing flood which is balm to each brain-cell sore.

The black road laps up the dancing rays split out from the headlights' bow.

And the trees bend down for a brief, swift dip in this milk-white shining bath; A dull-toned voice backs the lightning's threat where the huge dry-storm clouds scowl.

But the muffler jiggles a low reply of contempt for the cloud king's wrath. The engine's croon is too low to shatter a brooding possum's thought. But the white-tailed bunnies start and stare at the swiftly rushing gleam, and scuttle, a little race—are lost in the dark—are not.

We stop at a bridge—hear the icy sound of a tinkling, tiny stream.

So the clock ticks round while the city moans in its sleepless, stagnant stow.

And we who've paid for our yawns with speed, turn back from our wand'rings far.

Turn back in a healthy, sleep drowse, for we've drunk of a potent brew.

Of clean, sweet air. It's a tonic sure, and it's free—if you have a car.—(Sydney Sun).

SLOW RACING.

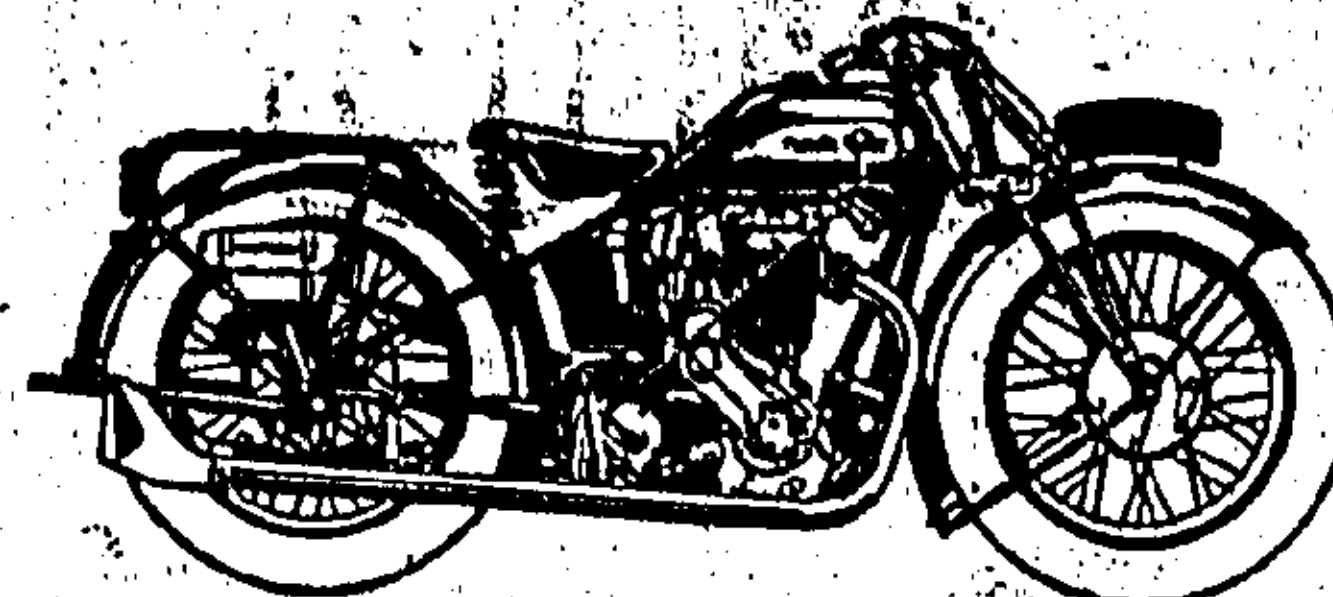
Under 1/4-mile an Hour.

Slow bicycle races are usual, but a slow motor-car race is something of an innovation. One has just been held in Paris, the course being up the Rue Beyle and the Rue Noyvins to the Place du Tertre at the summit of Old Montmartre. The distance was barely half a mile, and the winner, Maître Annet-Badel, on a Buick, took 35 min. 23 sec. to cover the course, making an average speed of just under three-quarters of a mile per hour. M. Eveque, on a Citroen was second in 28 min. 30 sec., and M. Pierre Cible on a Berlet third in 23 min. 23 sec.

Two interesting competitors were the two armless, Maurice and Baul, who are just back from their return flight from the Cape. Piloting a Peugeot car, they were tenth.

Motor-cycles, with and without side-cars, and tradesmen's tri-cycles were also allowed to compete and were classed separately. There were no fewer than 66 starters in all. Competitors were not allowed to go backwards, to put the clutch out, or to stop the engine, but they were allowed to zig-zag across the road.

THE GREATEST MOTORCYCLE VALUE



MONET-GOYON 350 and 500 cc. SUPERSPORT.

ALSO THE FAMOUS
GILLET D'ERSTAL
MODEL FROM H.K. \$470

MODEL FROM H.K. \$485
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Smooth, Pleasureful Riding Assured in Hupmobile's New 1929 CENTURY SIX

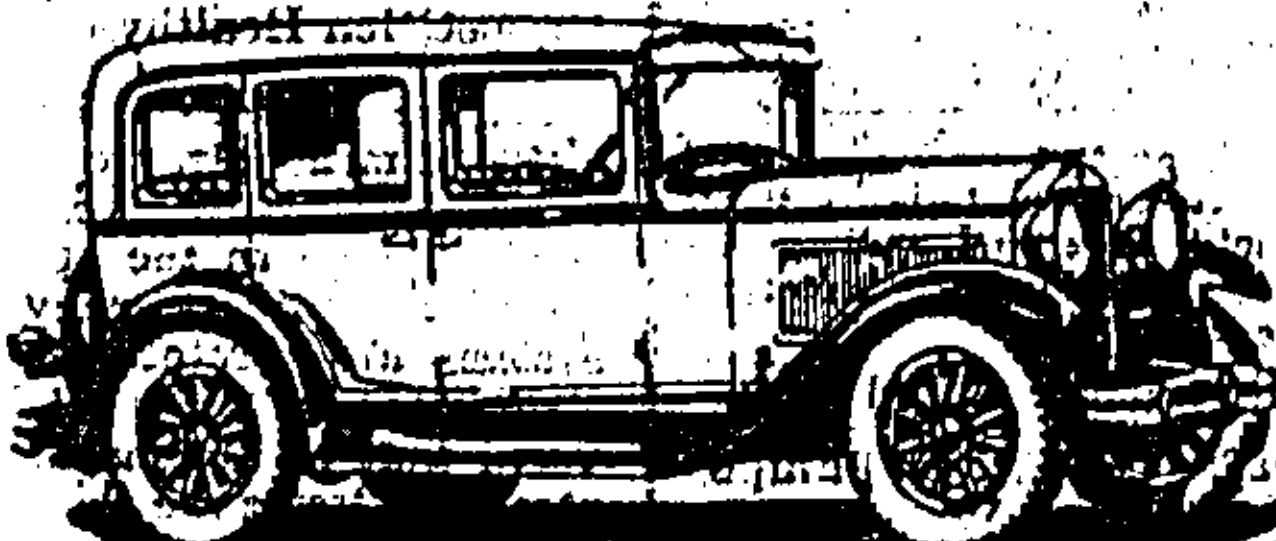
The "Six of the Century" combines beauty of design with silent power and uninterrupted riding ease. Look at its heavy, balanced crank-shaft, coupled with a vibration damper. That's why performance is so smooth. If you want speed, you can have it with the new high-compression engine. Safety, too, for the perfected steel-draulic brakes are a combination of the advantages of the mechanical and hydraulic system. Park it next to the highest-priced cars, for the new Hupmobile has been acclaimed as the century's most beautiful car!

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All sorts of Automotive Accessories also in stock.



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INTERNATIONAL SERIES "A C" PASSENGER.

R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.
Speed 55 M.P.H.

Model	Net Weight	P. O. D. Factor	Extras	Packing Shipping Delivery	Net Hongkong Price
Roadster	2-pass. 2,006 lbs.	G\$525	G\$54	G\$216	G\$795
Tourer	5-pass. 2,056 lbs.	525	54	216	790
Coach (2 door)	5-pass. 2,316 lbs.	595	40	265	900
Coupe	2-pass. 2,176 lbs.	595	40	265	900
Sedan	5-pass. 2,396 lbs.	675	40	265	980
Cabriolet	4-pass. 2,276 lbs.	695	40	265	1,000
Landau Sedan	5-pass. 2,396 lbs.	725	40	265	1,030

Hongkong Price includes spare rim Tire & Tube, Bumper, Bulb Horn, Right Hand Drive.

INTERNATIONAL SERIES "A C" COMMERCIAL.

R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.
Speed 55 M.P.H.

Model	Net Weight	P. O. D. Factor	Extras	Packing Shipping Delivery	Net Hongkong Price
Half Ton Chassis (20x4.50 Tires)	1,615 lbs.	G\$400	G\$20	G\$155	G\$575
Half Ton Chassis and Cab No. 559	2,015 "	515	20	215	750
Cab Top Express Truck	124 2,280 "	555	20	240	815
Screen Express Truck	103 2,705 "	595	20	265	880
Combination Truck	104 2,530 "	605	20	265	890
Panel Express Truck	205 2,265 "	625	20	250	895
Eight Passenger Bus	34 2,265 "	640	20	255	915

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

INTERNATIONAL SERIES "L Q" UTILITY.

R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 131 Inches.
Speed 50 M.P.H.

Model	Net Weight	P. O. D. Factor	Extras	Packing Shipping Delivery	Net Hongkong Price
1 1/2 Ton Chassis (20x4.50 Tires)	3,435 lbs.	G\$545	G\$45	G\$165	G\$755
1 1/2 Ton Chassis (20x6 Tires)	2,230 lbs.	545	115	165	825
1 1/2 Ton (146") Chassis ()	2,410 lbs.	545	215	185	945

Hongkong Price includes spare rim Tire and Tube and 4 Fenders.

EXTRA FOR BODIES MOUNTED ON 131" CHASSIS.

Model	No.	Weight	G\$	Q\$	G\$	Q\$
Sedan Cab	No. 508	400 lbs.	G\$ 95	G\$30	G\$ 65	G\$190
Cab Top Body	No. 328	775 lbs.	175	30	115	320
Screen Body	No. 503	950 lbs.	235	30	145	410
Combination	No. 303	1,000 lbs.	250	30	145	425
Panel Body	No. 405	890 lbs.	270	30	125	425
12 Pass. Bus	No. 30	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

THE HONG KONG HOTEL GARAGE
25 Queen's Road, Central. Tel. Central 4759.

"DEFECTIVE" TYRES.

The Manufacturer's Attitude Towards Critics.

WHAT IS A MILE?

Although the pneumatic tyre is essentially British in origin, the early Continental influence on its development as applied to mechanically propelled vehicles produced a multiplicity of evils, some of which, happily, are now disappearing, whilst others, unfortunately, appear to be destined to remain, like the poor, for ever with us. Of the beaded-edge type of tyre, I need say no more than that they are at long last sinking into the oblivion they have deserved, says a correspondent in the "Autocar".

One outstanding evil which remains—or so it seems to me—is the attitude adopted in some countries towards accused persons who are assumed to be guilty until they can prove their innocence. Anything more typically un-British it is impossible to conceive; yet this attitude survives and is even hardening to-day in the view of the motoring public towards the tyre manufacturer.

It is unreasonable exaggeration to say that premature tyre failure is never attributed to anything but the tyre itself until the manufacturer can prove the external cause? And how often is such proof possible, bearing in mind that the actual facts concerning the conditions of use have to be extracted from a mass of suppositions, guesswork, ignorance, and sometimes deliberate misrepresentation?

Of course, it can hardly be denied that the tyre manufacturers themselves—and, strangely enough, to a degree proportionate to their efficiency—have contributed to this state of affairs by their constant endeavour to explain each and every failure and by their unwillingness ever to attribute such failure to the car manufacturer or his designer.

Maker Little to Blame. The presence or absence of manufacturing defect in a tyre submitted for examination can be determined by scientific methods with mathematical accuracy. The experience of pneumatic tyre manufacturers throughout the world is that 95 per cent. of premature failures are due solely to causes outside the control of the maker and frequently unascertainable by him from the information at his command.

A prevalent complaint to-day undoubtedly experienced by all manufacturers is short mileage, and nothing presents a more difficult problem.

A Knotty Problem. What is a mile?

Strictly accurate measurement apart there may be an almost incalculable difference between two separate miles under differing conditions; everything is relative. A mile to be walked on a rough, dusty road under a hot sun is very different from a stroll of the same distance along the grassy

banks of a placid stream in the evening cool. To take the widest extremes: compare a mile of boggy "No-Man's-Land" as it seems to a wounded man, and the same distance flown by the fast "fighter" overhead. The same distance—yes—but representing in one case perhaps hours of agonizing crawl, and in the other a few seconds of exhilarating motion.

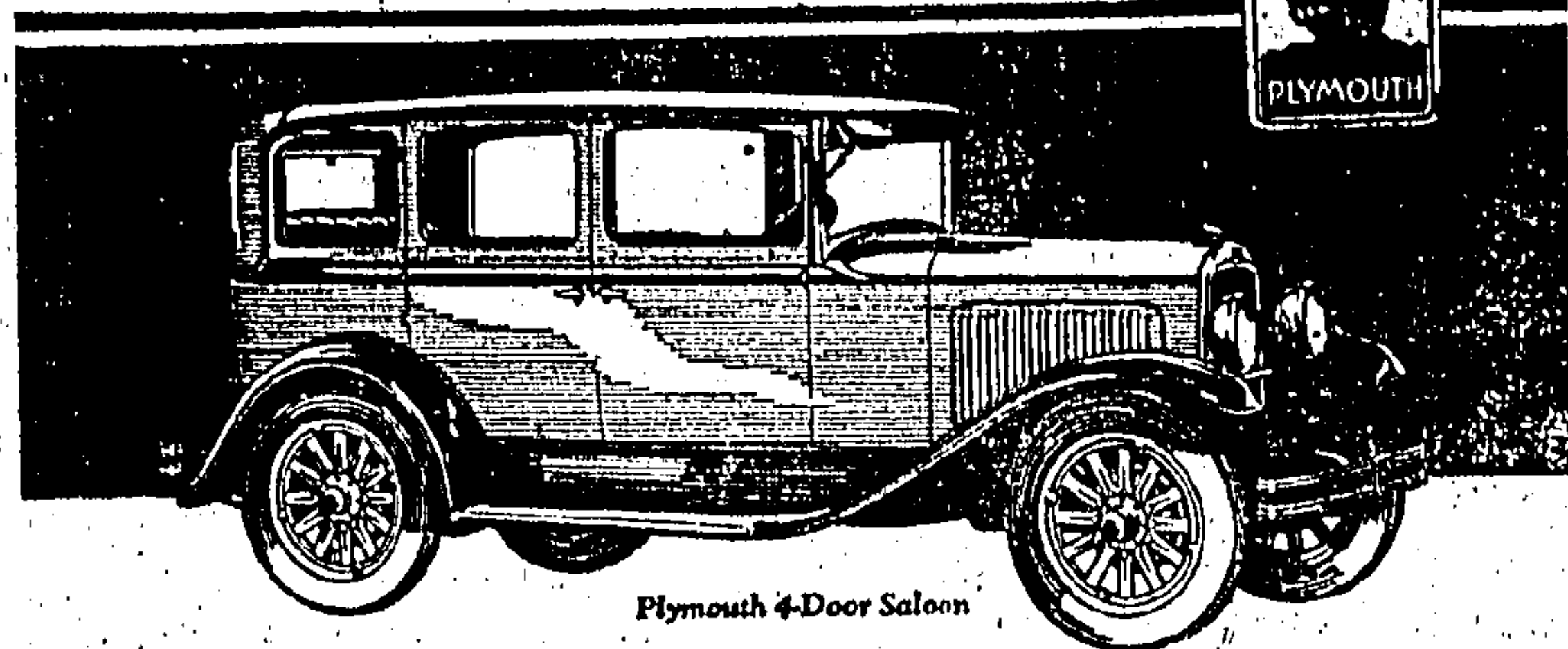
Is a mile always the same distance to a tyre, or to two tyres in different conditions? Obviously not. Multiply the difference by some thousands, and is it reasonable to expect the same service from both tyres? Yet to the motorist a tyre should do so many miles without regard to conditions.

Let us just see what is the correct definition of a normal tyre mile from a reasonable standpoint. It is the distance of one English mile covered by a tyre of average dimensions:—(1) inflated to the correct pressure, (2) carrying a load within its maximum capacity, (3) fitted to a wheel in correct alignment and properly adjusted, (4) driven at a reasonable speed, (5) on an average road surface, (6) without unnecessary deviation from the straight, (7) without abnormal acceleration or abnormal braking, and (8) encountering only an average number of obstacles of average size and shape. What tyre runs regularly in such conditions? What is the result if the slightest abnormality is multiplied by, say, 5,000? What if, in each mile, one or more of these normal conditions be violated.

Normal Conditions. In the face of this, is it reasonable to expect the same performance from any two tyres, even on the same car? In other words, does the statement that a tyre has done "only 5,000 miles" mean anything at all—particularly when it is an odds on bet that the distance is a wild guess in the first place?

To counter such statements by the report that the tyre has "received wear equivalent to 10,000 miles running in normal conditions" is generally countered by the disgruntled user with a sarcastic "Exactly, that's what I'm complaining of." He will not appreciate that the excessive wear is due to something other than the tyre itself, and that since it is not within the power of the tyre manufacturer to explain the cause it should not be his responsibility to do so.

No other car gives as much for your money



Plymouth 4-Door Sedan

THE hundreds of thousands who have already inspected the new Plymouth style and smartness and have experienced its smooth and economical performance, its luxurious comfort, enthusiastically acclaim it as an entirely new high-measure of value in the lowest-priced field...

They have found in the new Plymouth "Silver-Dome" high-compression engine, which uses any petrol, an abundance of power for any requirement...

greatest safety in its squeakless light-action, internal-expanding hydraulic 4-wheel brakes, efficient in any weather;...

absolutely brand new beauty and distinctiveness of appearance with chromium-plated slender-profile radiator, arched-window silhouette and "air-wing" mudguards;...

full-sized, luxurious bodies; deep, fine upholstery, with ample room for all adult passengers;...

with the economy, dependability and the long life assured by Chrysler's unique plan of Standardised Quality...

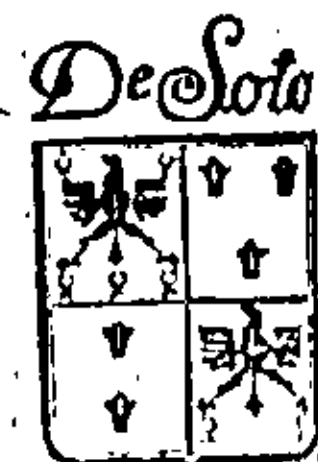
All these things are given at so low a price—that this car must justly be considered the most unusual value ever placed upon the market.

PLYMOUTH

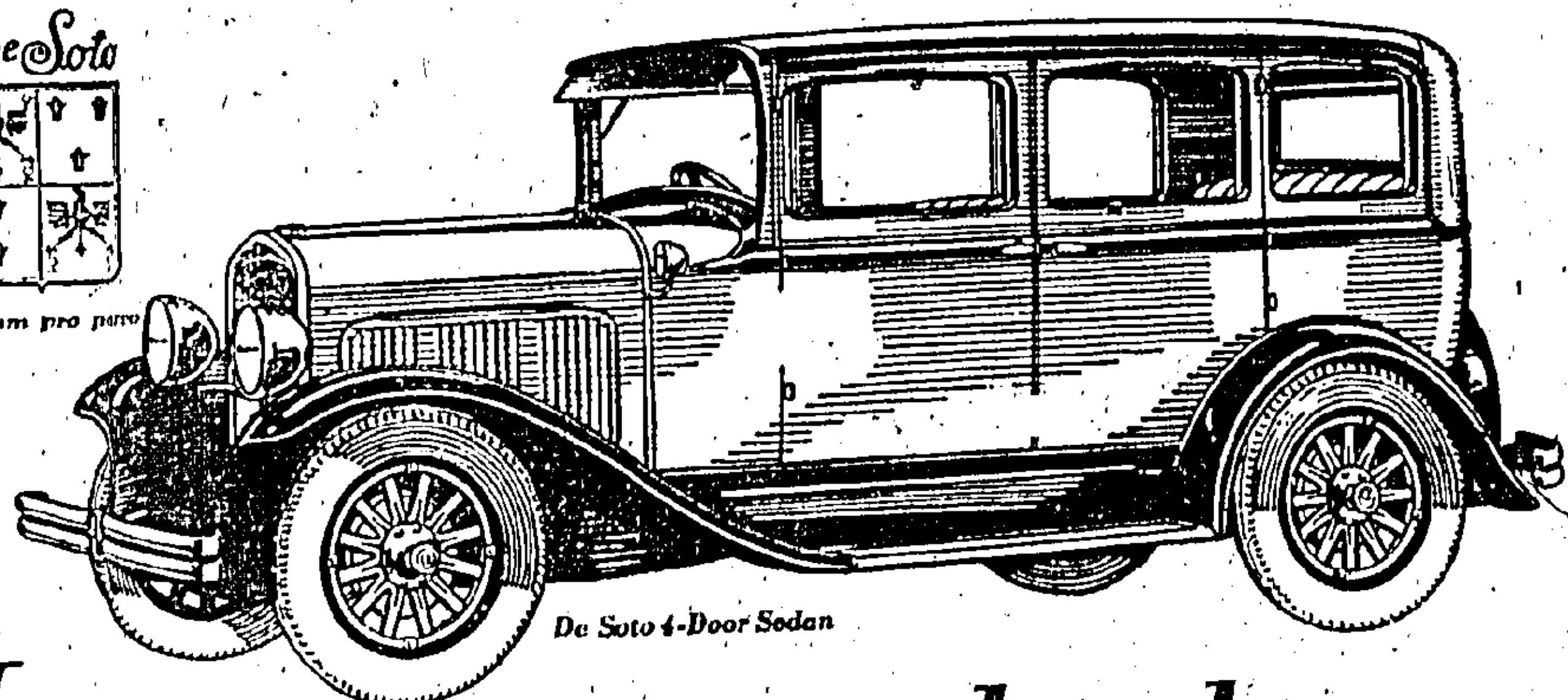
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De Soto 4-Door Sedan

New . . . and already a sensation in the field of low-priced sixes . . . De Soto Six—

the new Chrysler sensation-car brings Chrysler's dashing style and speed and colourful individuality into the field of low-priced sixes—within one month of its advent is recognised as today's most vivid expression of the new quality and value standards in modern motor car manufacture.

New Mechanical Excellences for a Popular-Priced Six

New Chrysler-designed "Silver-Dome" high-compression engine, using any grade petrol.
New-type rubber insulation of engine vibs out the last vestige of torque and vibration.

New-type iso-therm-invar-strut pistons with piston rings of new tongue and groove construction.
New-type 4-wheel hydraulic internal expanding brakes, with squeakless moulded brakelining.

New-type smaller wheels, combining greater safety with easier riding and smarter appearance.

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DUNLOP TYRES

are the most economical in taxi service

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15,300*	8,160*	10,743*	17,800	15,703
15,850*	12,650*	11,482*	15,200	12,510
13,667	8,352*	12,017*	14,780*	16,858
15,512	10,761*	8,553*	14,730*	13,355*
15,120	8,082*	7,785*	14,320	13,313
14,635*	8,732*	11,798*	13,950*	15,083
13,500*	8,836*	9,87*	14,150*	15,051
11,900*	9,315*	8,665*	15,870	15,035
12,355*	7,022*	10,294*	12,900*	17,870
11,680*	10,784*	9,910*	14,650*	12,671
11,680*	8,476*	10,332*	13,250*	13,944
12,730*	8,177*	8,909*	16,300	11,962

Tyres marked* are still running

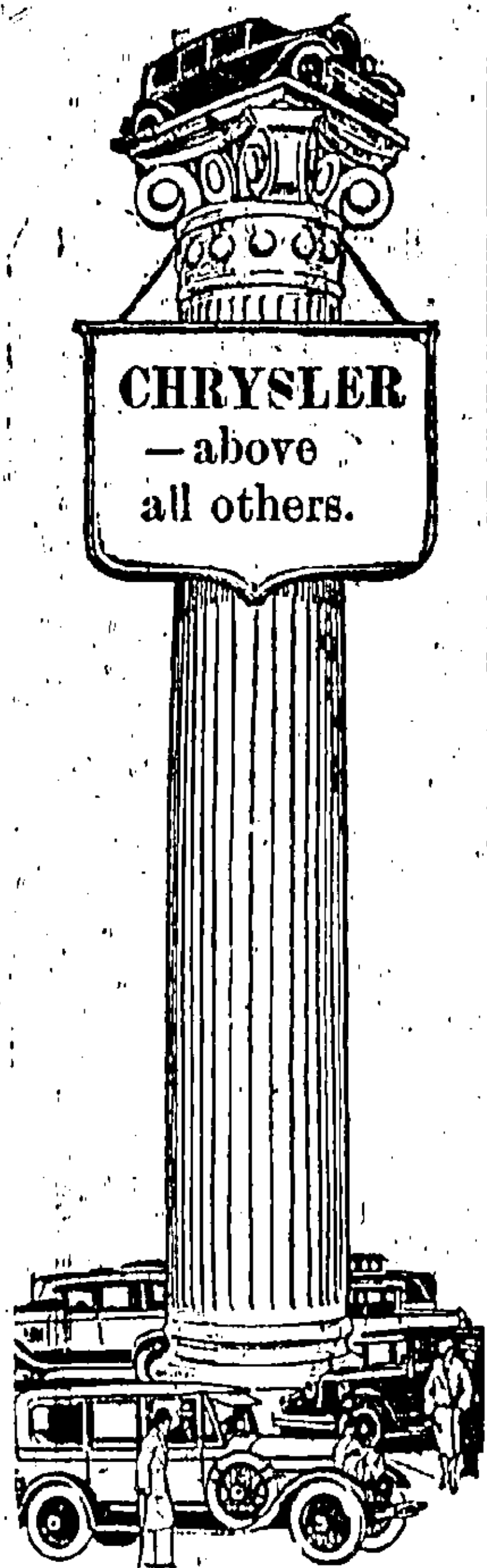
Evidence on such an extensive scale as this, covering so many tyres, must show the real truth!

fit DUNLOP TAXICORDS
for longer mileage!

DUNLOP RUBBER Co. (China) Ltd.

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TO

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MORRIS "PUP."

Sound Ideas in Small Car.

MINOR IN SYDNEY.

By making a dramatic entry when the Sydney Motor Show had run half its course, the Morris Minor focussed attention upon itself. The advance models, which were rushed through assembly and preparation in order to make an appearance on the stand of Morris (N.S.W.) Ltd., are not for sale. They will be exhibits only until stocks arrive.

The new "pup" of the Morris factories is a personable, well-bred specimen, not in the least freakish. It is a tabloid of a larger car, and carries the conventional equipment in the conventional manner on a conventional chassis and engine.

Rated at 8 h.p., the 4-cylinder engine has a bore of 57 mm., and a stroke of 83 mm. The engine block and three-speed gear-box are in one unit, suspended at three points.

Overhead valves are easily accessible within their screwed-down cover, and lubrication is forced fed to all parts, except unit pins, which are splashed. This promises high revs. without vibration.

Both crankshaft and camshaft are carried on two bearings. In such a small engine the shafts, of course are correspondingly small, and two bearings should suffice to preserve rigidity.

By a nice piece of casting exhaust and inlet manifolds combine to form a hot spot. The exhaust pipe is carried to the front of the motor, before elbowing down and back so that it will not disseminate its heat into the driving compartment.

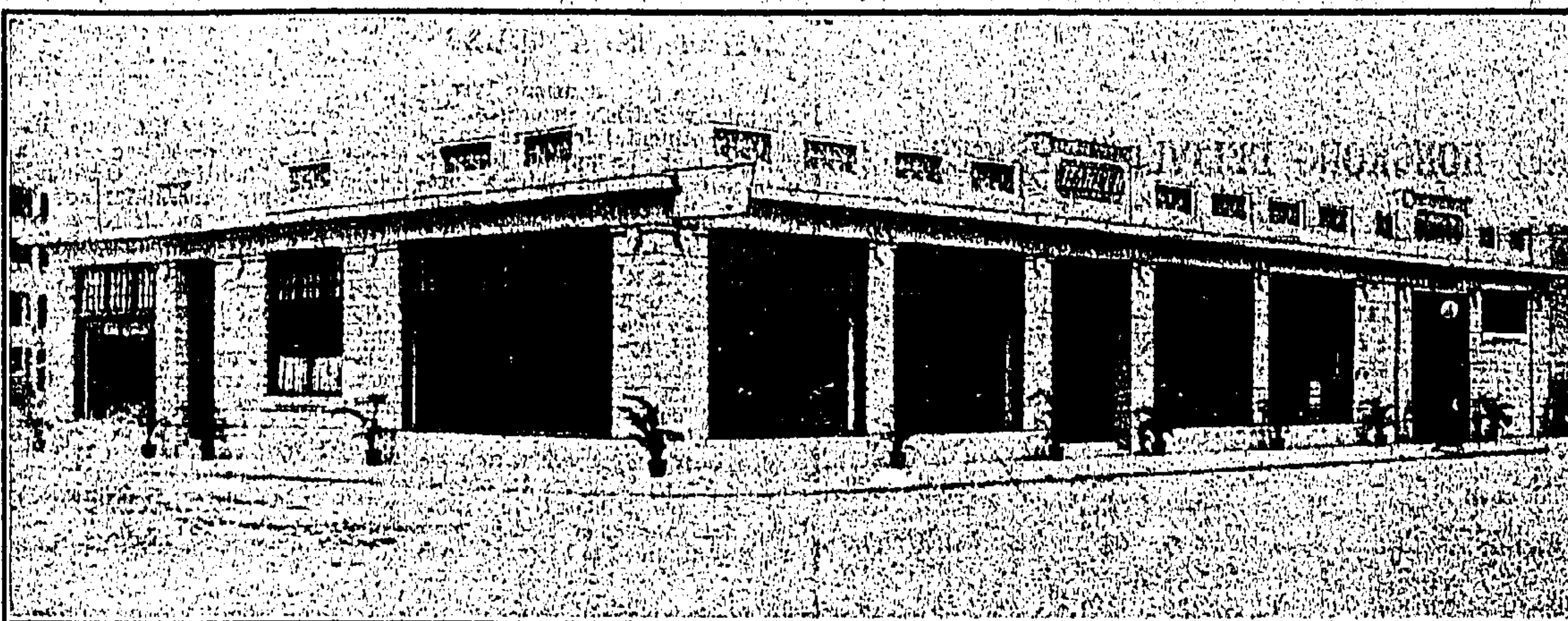
Unlike other Morris products, the clutch is a dry plate, but the four-wheel braking system is the same as seen on larger models. Cables connect the foot pedal with drums and shoes, which are uniform in size all round, and the hand lever operates a transmission brake.

The open propeller shaft has a flexible disc coupling, and final drive is by spiral bevel. All springs are long semi-elliptics helped by shock absorbers. Wire wheels are standard.

Robust in its components, the chassis is double-dropped, to give a low body line and centre of gravity, with adequate clearance. Wheel-base is 78 inches.

Two comfortable-looking body styles are presented—tourer and saloon—and each provide full room

UP-TO-DATE FORD ESTABLISHMENT IN KOWLOON.



The above picture shows the modern building which serves as the Ford Headquarters in the Colony. It comprises a large showroom, spare parts room, garage offices, etc. and is built throughout of reinforced concrete, and so designed that additional storeys can be added when so desired.

The whole of the work was carried out from designs and under the supervision of Mr. W. H. Bourne, F.R.I.B.A. of Asiatic Building, and is occupied by Messrs. Wallace Harper & Co., Ford Dealers for South China.

CHARCOAL AS A FUEL.

Notable Experiments.

WITH 4-CYLINDER CAR.

Some distinctly startling possibilities are suggested, says Prof. A. M. Low, by the invention of M. Nouvelle, of Paris, who, in conjunction with Mons. Brandao, has recently completed his preliminary experiments upon an entirely new method of utilizing solid carbon as a motor car fuel. The possibilities of coal or coke when employed with an ordinary producer are already well known to readers

for four adults. The Morris

necessity is revealed in the design of radiator, bonnets, and guards; but the body lines depart from usual practice in order to get the greatest utility from limited space. Single doors on each side are wider at the bottom, with a sloping line that follows the windscreen attachment's direction. Close-fitting bucket seats in the front, and well-padded back seat with high squabs, are noticeably good.

For this new and promising addition to the small car class a maximum speed of 55 m.p.h. is claimed, and an economy of 50 miles per gallon.

of the "Motor" who will be familiar with the producer gas plants arranged for attachment to existing cars. This latter form of converter is somewhat cumbersome and liable to call for special requirements in the way of cleaning apparatus, space and weight.

For commercial purposes these difficulties may not always be serious, but the Nouvelle plant has approached the problem from a different angle.

The Nouvelle hydrogen apparatus is at present attached to an ordinary four-cylinder 10 h.p. Citroen touring car. The appearance of the vehicle is in no way altered, while weight added is found less than that of the normal starting motor with accumulators.

Relatively Simple Process. It is proposed to liquefy this gas when the apparatus is applied to commercial vehicles. The lumps of the motor are entirely gas-operated and starting is obtained from the compressed gas tank by means of the usual types of valve.

The special interest of this design lies in the fact that it is safely operated and is claimed to achieve an economy amounting to one-tenth to that of petrol, while space and weight are not excessive even on a standard type car.

No alterations have been made in connexion with engine construction, though this might be desirable, but the flame rate has been suitably balanced by an arrangement for admitting small quantities of carbon-dioxide into the gas which is fed to the engine. The difficulties of dirt and dust have been largely overcome and in the case of fuel containing tarry matter it is stated by the inventor that complete combustion is obtained, somewhat in the manner of the original forced induction or direct coal-fed engines.

Arrangements are being made to develop this system for small power plants, motor boats, lorries and for generating plants, in which the hydrogen mixture can be burned under boilers or used for any other operation.

In view of the increasing popularity of oil-coal extraction and of the economy claimed, the development of this new type of car and fuel will be followed with interest.

Proposed Liquefaction. The new method consists primarily of an apparatus for burning charcoal in the presence of water or humidified air. In carrying out the present experiments the apparatus consists of a petrol tank which has been slightly enlarged and which is provided with

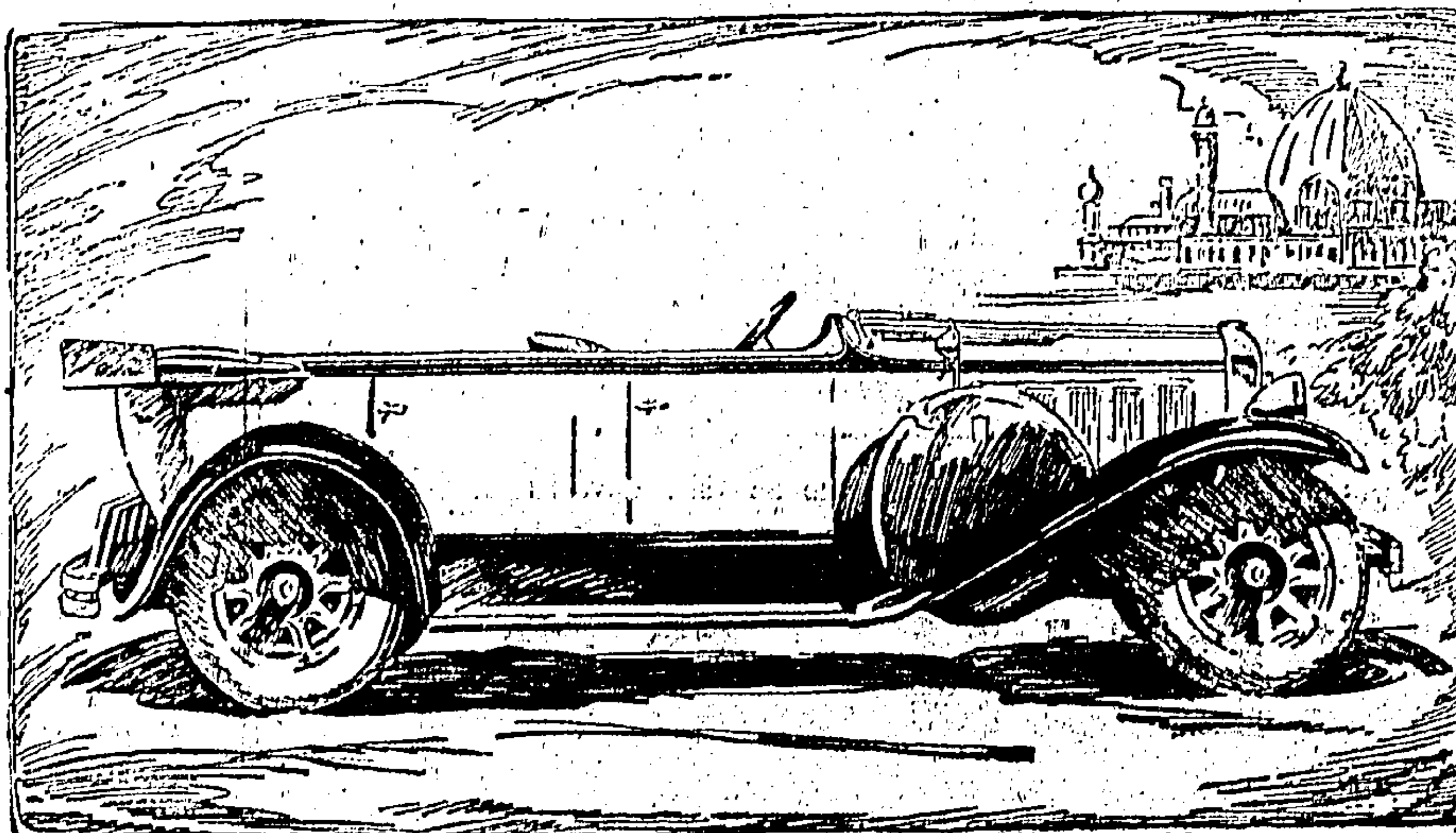
a filler cap through which can be inserted charcoal in ordinary formation. A screw conveyor draws the carbon from this tank to a grinding apparatus, from which it is impelled in an extremely fine condition, almost approaching a colloidal state, through fine, closer-mesh gauze into a chamber lined with refractory material.

The outline of the process is relatively simple, although it is suggested that a type of catalytic action takes place. When the carbon enters the combustion chamber it meets a stream of air and steam, the latter being fed from a condenser on the exhaust pipe and amplified from a small water tank. Ignition is obtained by means of a special type of sparking plug, of which full particulars are not yet available, and the resulting chemical changes are similar to those taking place in a producer. Hydrogen, carbon-dioxide and carbon-monoxide are let into a separating chamber, the whole system being pressure-operated with safety valve arrangements made for preventing explosion of gas, which is finally stored in a tank at the rear of the vehicle. The carbon-dioxide is taken from the separating chamber, where it is employed for pumping up tyres or "jacking" purposes.

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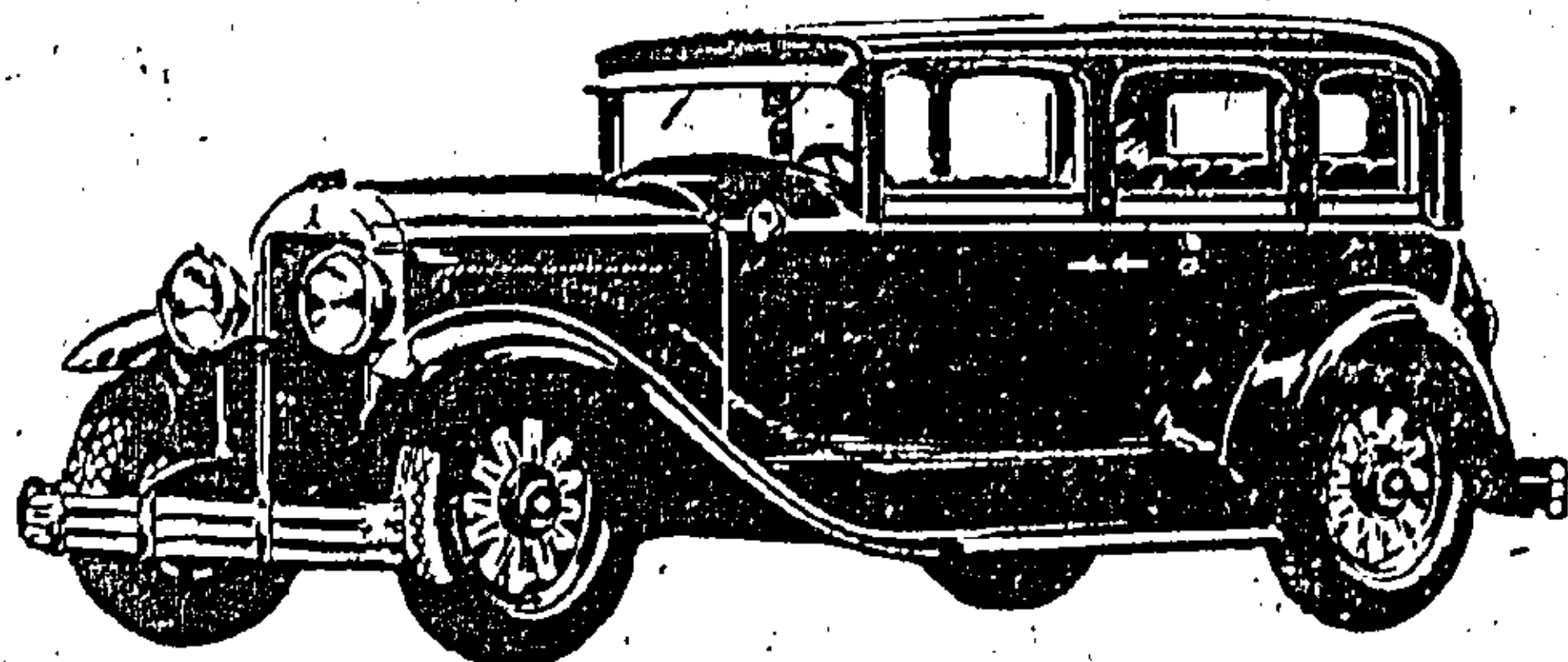
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Scores of thousands of buyers have recognized these facts and entered orders for the new Buick during the past five months. And scores of thousands of others are acclaiming Buick's advanced quality at automobile displays throughout the country.

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Pictorial Supplement

March 9th, 1929.

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smartness being their aim.

NEW SPRING GOODS.
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The above photograph of members of the Hongkong Police Force, under Mr. W. Kent (A.S.P.), was taken on board the s.s. Malwa, on Friday last, prior to the departure of the team to play a series of interport games with the Shanghai Police. (Photo: Mee Cheung).



After 25 years service with the Hongkong Hotel, Mr. R. Soonderam has just retired, being the recipient of congratulatory presentations.



Group of officers of the Beds and Herts, who left here on Thursday for India, after two years' service in China. (Photo: Ming Yuen).



Group photograph of the members of the Indian Company of the Hongkong Police Reserve, taken recently in the compound of the Central Police Headquarters.



Mr. Li Yau-tsun, the Chairman of the Chinese Chamber of Commerce, who has been decorated with the C.B.E.



Winners in the Kowloon Marathon race held on Monday last. Left to right: Pte. L. Baulch, of the Somersets, who was first; Pte. Gear, of the R.O.S.B., who was second; Pte. W. O. Cox, of the Beds and Herts, who was third; and Mr. C. C. Francis, who won the Young Men's Club prize. (Photo: Mee Cheung).



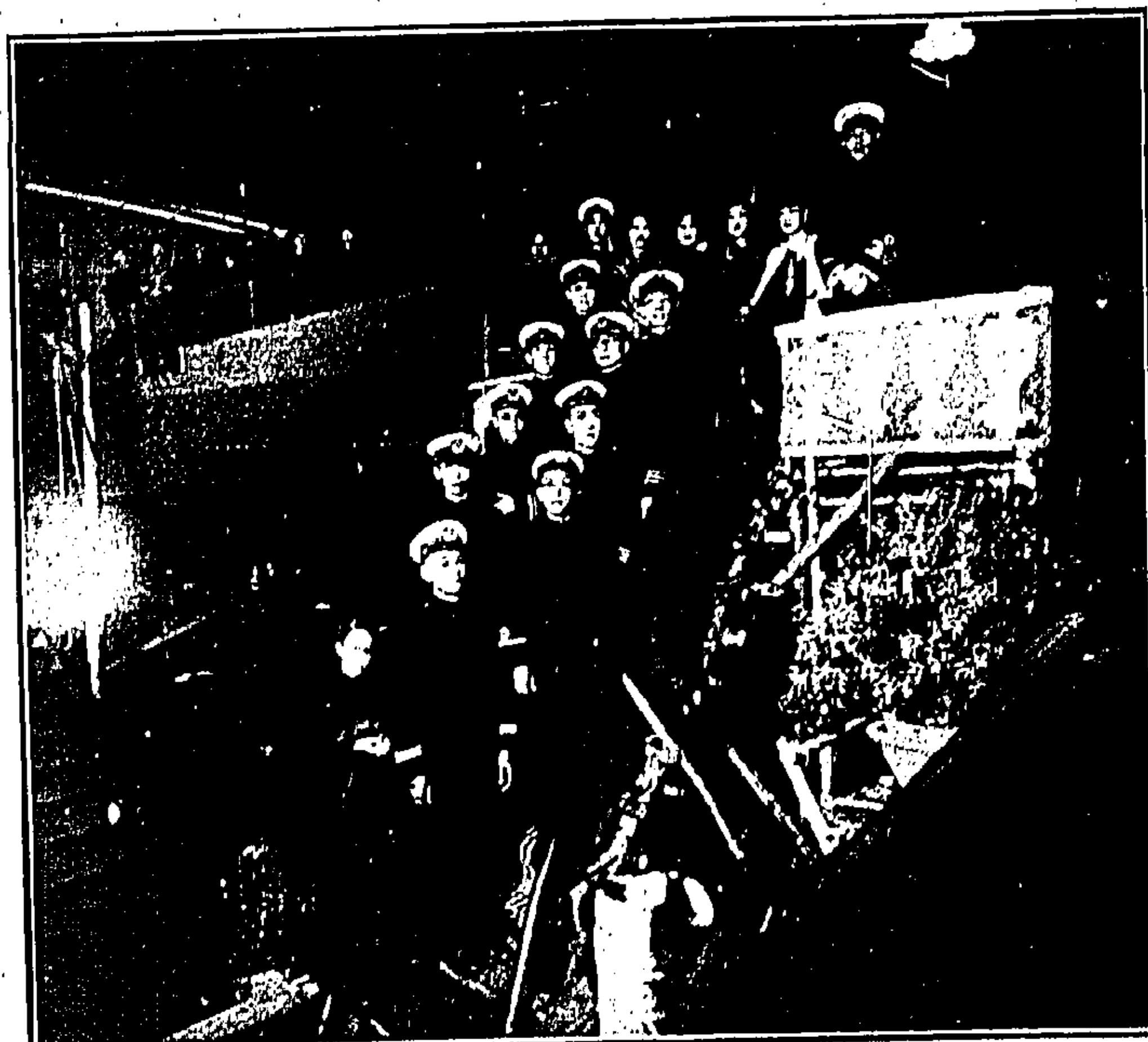
Both lady and jockey have that winning smile after the victory in one of Saturday's races at Happy Valley. (Photo: Ming Yuen).



Football teams representing the Queen's Regiment and the Sociedade Uniao Recreativa of Macao recently played a match on the ground of the Club de Recreio, the result being a win for the Queen's by three goals to nil. (Photo: A. Leung).



Private L. Baulch, of the West Somersets, the winner of the Kowloon Marathon Race on Monday. (Photo: Mee Cheung).



Flashlight photograph taken at the Kwong Fat Shipyard, Hunghom, at the night launching of the Canton Government's new gunboat "Chop Shun." The launching took place at 11 p.m. in order to catch the tide. (Photo: A. Leung).



Famine conditions in the North have been particularly severe this year, and the above photograph, taken in Shansi, show two of the country women who have been assisted by the International Famine Relief Commission.

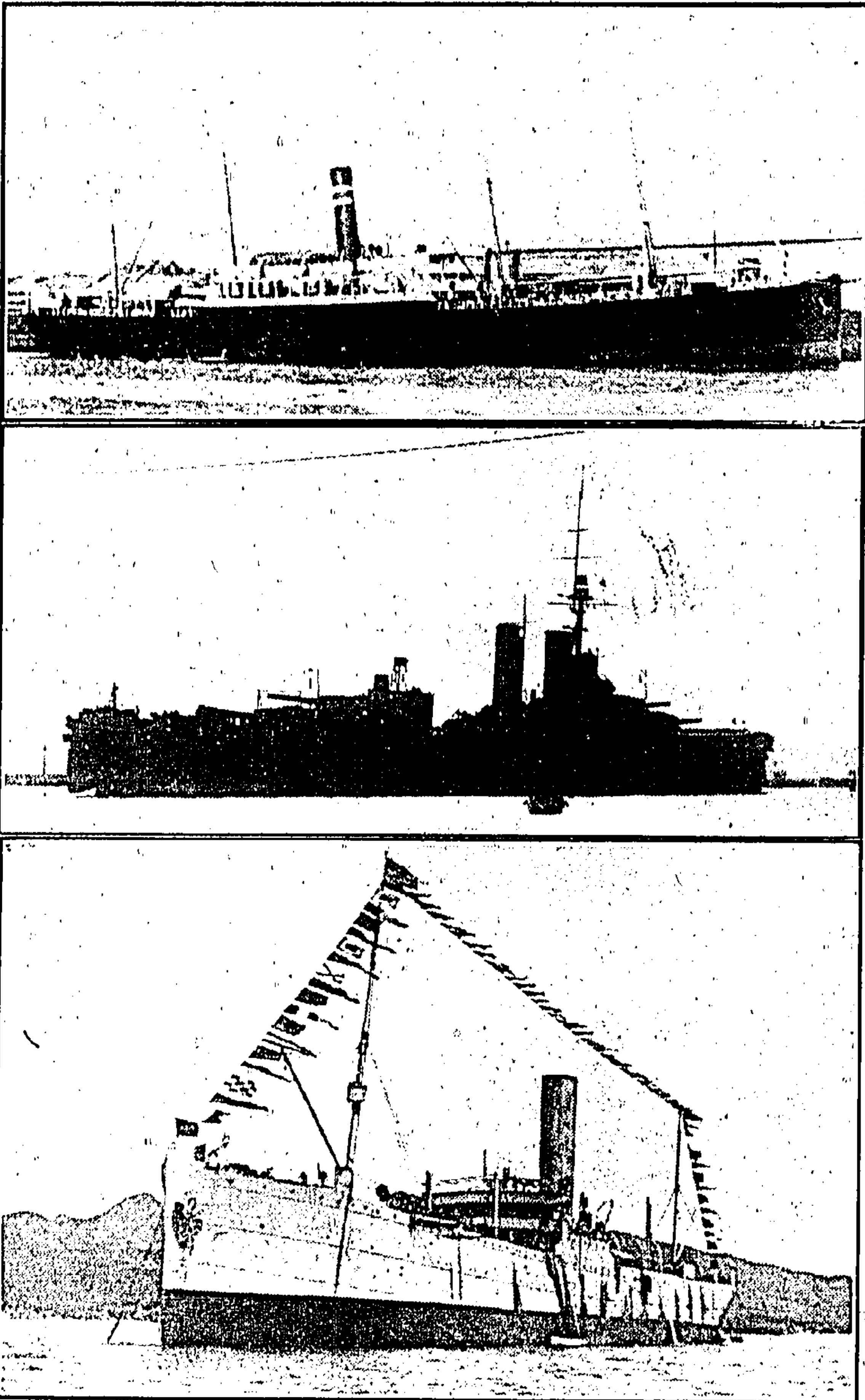


A successful Chinese owner leading in his winning pony on Saturday last—an Off Day of exceptionally good racing. (Photo: Ming Yuen).



Group of Hongkong and Shanghai jockeys who rode at this year's annual race meeting. The above photograph was taken on Saturday last, the Off Day. One of the features of this year's meeting was the outstanding success of the visiting riders. (Photo: Mee Cheung).

VICISSITUDES OF A FAMOUS SHIP. FROM LINER AND BATTLESHIP TO STOREHOUSE.



The chequered career of the Royal Fleet Auxiliary Ruthenia, which left Hongkong for Singapore last week to become part of a jetty at Singapore, is vividly shown by the above pictures which reveal the transformations undergone by the vessel from time to time since she first left the shipways in 1900.

Destined to become the "T" piece of an oiling jetty at the Singapore Naval Base, the R.A.F. Ruthenia weighed her anchors at the Naval anchorage at Kowloon on Thursday, Feb. 28th at noon and headed for her final destination.

The Ruthenia has had a wonderful career, and still possesses a sturdy hull and a remarkably fine set of engines. She began life as an Atlantic liner, the ss. Lake Champlain, a sister ship of the ss. Montague, built by Barclay Curle and Co., Ltd., Glasgow. She was in all respects a first class liner, being 316 feet long, 52 feet in beam and 27.8 deep. For many years she was a fast passenger liner on the Atlantic but during the early stages of the war was

commandeered by the Admiralty and taken to Scapa Flow as a store ship and fuel depot. Later she was docked and converted into a dummy battleship with wooden guns, canvas turrets, dummy funnels and other artificial fixtures, emerging and doing duty as H.M.S. King George V.

The war ended, she was reconverted and sent to the China Station as an attendant oiler and as an Atlantic liner, and has remained here ever since, spending most of her time swinging round the arc, in Hongkong, weathering typhoons, and slowly ageing in inactivity.

Some five or six months ago she was taken in hand for the last changes it is expected she will be called upon to undergo. Donkey

engines have been installed for the berthing of vessels, and pumping oil, etc. Her grand staircase, which was once a feature of the ship when she was a crack liner, and which throughout the former reconstructions remained untouched, has been torn out. Practically the whole interior of the vessel has undergone change, and she left the China Station but a mere shadow of her former self.

On arrival at Singapore the ship will go alongside a jetty, when a hole will be cut in her side to allow for the fixing of a pontoon which will form a landing stage. As stated above, the ship will form the "T" piece at the head of a jetty—a not too glorious ending for a crack liner and a battleship.

CALENDAR REFORM.

QUESTION SERIOUSLY TAKEN UP IN THE U.S.A.

A telegram addressed to the League of Nations states that the Hon. Stephen G. Porter, Chairman of the Foreign Relations Committee of the American House of Representatives, has introduced into the House the following resolution:—

"Resolved by the Senate and House of Representatives of the United States in Congress assembled that the President is respectfully requested to propose on behalf of the United States to the nations of the world the calling of an international conference for the simplification of the calendar, or to accept an invitation on behalf of the United States to participate in such a conference upon the proposal of some other nation or group of nations."

The question of calendar reform has been taken up seriously in the United States, and the National Committee formed to create public opinion is a powerful one (says the *Daily News and Westminster Gazette*). Presided over by Mr. George Eastman, President of the Eastman Kodak Company, it includes leading men and women in nearly every walk in life.

It is safe to say that if such national committees were to be formed in other countries it would not be long before something was done.

Conferences.

The League of Nations has, in fact, invited all its members to set up national committees to consider this matter, but so far only Hungary has done so.

Many admit the disadvantages of the present Gregorian calendar, with its unequal months, quarters and half-years, and its changes, but the difficulty is to agree upon a better.

Probably few people realise that the Gregorian calendar dates only from the end of the sixteenth century. It was adopted by Germany and the Netherlands at the end of the seventeenth century, by Switzerland in 1701, by England in 1752, and by Sweden in the following year; Bulgaria, Greece, Rumania, Serbia and Russia did not give up the Julian calendar until after the war of 1914-18, and Turkey introduced the Gregorian calendar in 1927.

Several conferences have been held on the subject since the opening of the present century, and in 1926 the matter was taken up by the Communications and Transports Committee of the League of Nations. The Committee's suggestion that national organisations should be formed to study the question received the approval of the Assembly of that year.

185 Schemes.

In the meantime the Committee has gone ahead with its inquiries, and, in reply to a questionnaire, it received 185 suggested schemes of reform. These were found on examination to fall into three groups.

The first group merely proposed to render the various quarters more or less equal, each quarter consisting of two months of 30 days and one of 31, while one quarter contained an additional day. There was no blank day (outside the week), but though certain calculations would be simplified in this way, and though the levelling up of quarters would be of an advantage from the point of view of quarterly statistics, the calendar thus established would still, like the present calendar, be variable.

The second and third groups' proposals involved the introduction of a "blank day" (with two blank days in leap years), and established a perpetual calendar.

Thirteen-Month Plan.

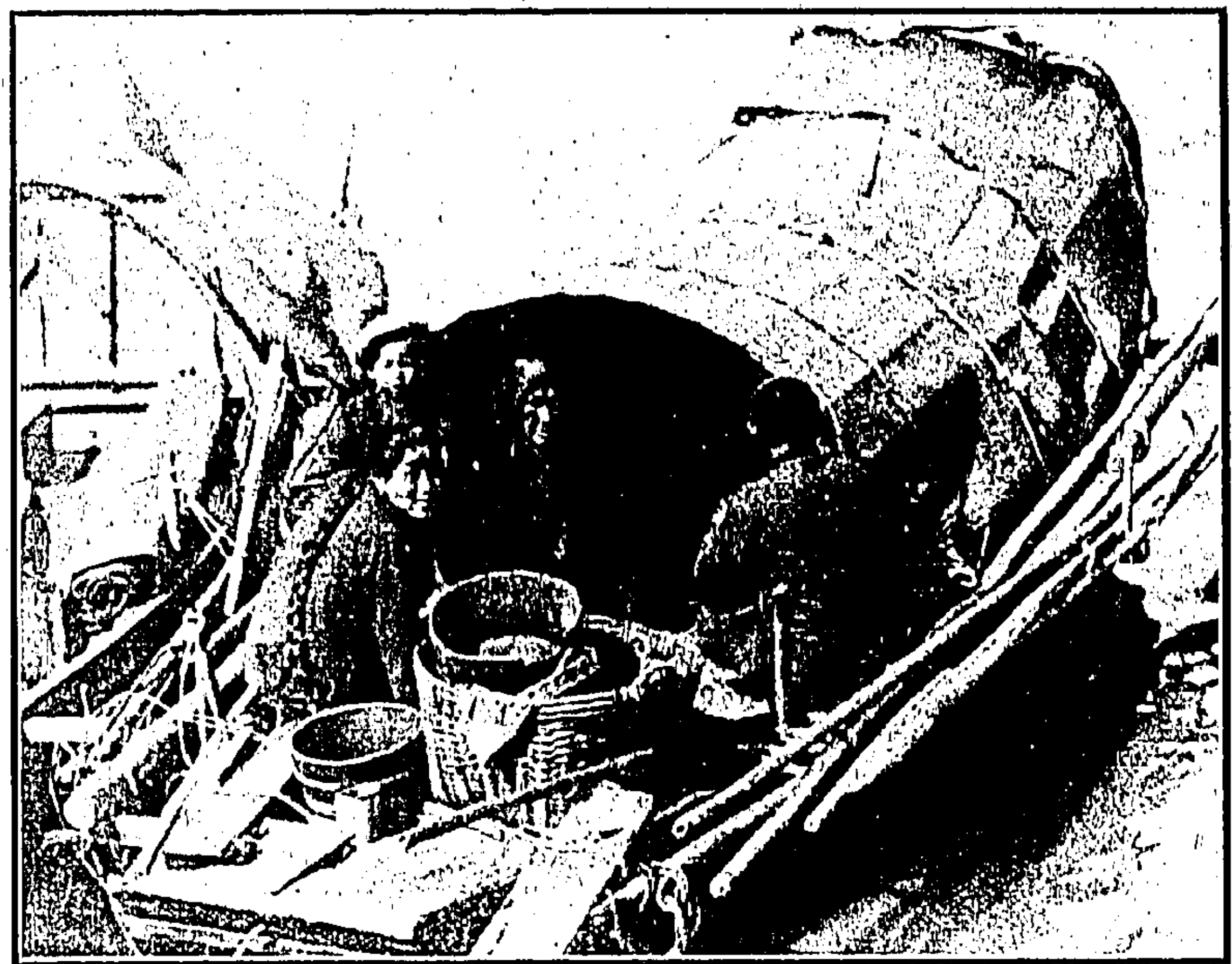
The thirteen-month system would appear to be of greater utility from the point of view of statistics and commerce if the month rather than the quarter is to be taken as the unit of economic life; but, if the quarter is chosen as unit, the twelve-month system would be preferable.

A preliminary inquiry among the various Governments and commercial organisations has shown that they are more favourable to the twelve-month system, which would cause less disturbance to established customs.

An increasing number of commercial organisations, however, seem to favour the thirteen-month system, which is already employed as an auxiliary calendar by many large enterprises.

The question is one for public opinion, and, as already stated, it has been taken up with enthusiasm in the United States, where newspapers and review are now devoting numerous articles to its discussion. Though Hungary is so far the only other country which has constituted a national committee, other countries have announced their intention of doing so shortly.

GLIMPSES OF NATIVE LIFE.



One of the sampan homes that find shelter at Causeway Bay. (Photo: W. Stone.)

STAGE TRICKS.

IDEAS OF SIR JAMES BARRIE.

"Every time an audience stops a play to guffaw, the illusion of the stage is lost, and the actor has the hard task of creating it again."

"Don't force the laugh." An audience can enjoy itself without "forcing" as the French know."

Thus Sir James Barrie, in a note on the acting version of "Peter Pan," now revived by Eva Le Gallienne at the Civic Repertory Theatre, New York, says the *Sunday Times*, showing how the great dramatist achieves the atmosphere of the supernatural on the stage.

"The difference between a fairy play and a realistic one," says Sir James, "is that in the former all the characters are really children with a child's outlook on life. This applies to the so-called adults of the story as well as to the young people. Pull the beard off the Fairy King and you will find the face of a child. The actors in a fairy play should feel that it is written by a child in deadly earnestness and that they are children playing it in the same spirit. The scenic artist is another child in league with them. In England the tendency is always to be too elaborate; to overact. This is particularly offensive in a fairy piece, where all should be quick and spontaneous and should seem artless."

"A very natural desire of the actor is to 'get everything possible out of a line'—to squeeze it dry—to hit the audience a blow with it as from a hammer, instead of making a point lightly and passing on as if unaware that he had made a point. There are many tricks of the stage for increasing this emphasis, and they are especially in favour to strengthen the degraded thing called the 'laugh,' which is one of the curses of the English stage. In short the cumulative effect of naturalness is the one thing to aim at. In a fairy play you may have many things to do that are not possible in real life, but you conceive yourself in a world in which they are ordinary occurrences, and act accordingly. Never do anything because there is an audience, but only and entirely because you think this is how the character in that fanciful world would do it."

"No doubt there should be a certain exaggeration in acting, but just as much as there is in the stage scenery, which is exaggerated, not to be real but to seem real."

WHY DON'T THEY DANCE?

(By Antony Quindie.)

We have just been passing through the height of the dancing season—private dances, gala nights at the hotels, brilliant little gatherings at the clubs. Yet how many of those who take part in these affairs can really dance? Ten per cent. would be a liberal estimate. It does not need a professional eye, cast disdainfully at the moving multitudes, to perceive that there is more discomfort and ugliness at dances than smoothness and grace.

Why don't dancers dance? Are lessons still considered effeminate and a waste of time or is it sufficiently amusing merely to walk round the room to music? Five or six years ago it was the current gibe that in order to fox-trot one seized a partner and ambled about like a gentleman until the music was over. "Quite easy, old boy."



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RIGGEST GORILLA EVER CAPTURED.

HUNTER'S DESPERATE HAND-TO-HAND FIGHT.

Bula Matadi was the name which a tribe of natives in Central Africa gave to a young gorilla. The words mean "great master."

He was a monster for his age, he weighed nine stone when caught, and is the largest specimen recorded as having been captured alive.

Bula Matadi was captured in a hand-to-hand fight—a rough and tumble affair which makes as thrilling reading as any story ever written for boys.

It is told by Ben Burbridge in his book, "Gorilla: Tracking and Capturing the Ape Man of Africa." He writes:

To capture a twenty-pound gorilla in a good sized undertaking for a strong man. One weighing 126 pounds is an impossible antagonist for a man of 185. It was at these catch-weights we fought.

equal, and he would not have all but captured me. A moment of contact with those powerful arms, and I knew I had grabbed a handful.

Whether by accident or instinct of gorilla-capturing, I clutched his throat and hung on with desperation born of the knowledge that I was battling for my life. The din of snarls and the thrashing of underbrush as we rolled over and over aroused my men to rush to my assistance.

Twice I tore out of the gorilla's teeth and left a part of my clothing as a peace-offering. Again and again I broke from clutches that dragged my head and throat downward toward his open jaws. My gun-boy, racing through the jungle ahead of them all threw himself into the fray.

One after another piled on top of the young gorilla, who fought with the fury of a madman as he heaved and bucked under the weight of his enemies, refusing to accept defeat until spreadeagled and his hands and feet tied.

While I lay gasping for breath, my men finally got him in a sack, and as this ripped from his attempts to escape two more were slipped over him and tied. In these he lay packed, breathing

heavily through the loose-meshed fibre and looking like a huge sausage.

At length I arose and took stock of my surroundings. For fifteen feet in a circle the grasses and young trees were beaten flat in the struggle that had taken place. One side of my hunting shirt, with shoulder and sleeve, was missing. Both hands were mangled, one thumb broken and crushed; but my wounds seemed light when I thought of what might have happened.

Couldn't Get Away.

Grimly I remembered that I had bitten the gorilla's fingers when they were in my mouth. My men were little better off than I. Their mangled bodies had suffered sadly.

As I looked at our prize struggling futilely in the sacks, I was reminded of a friend, who once fought with an epileptic in a crowded store.

"It was heroic to have held him as you did," I told him afterward. "Hold him!" he almost yelled. "I couldn't get away from him." This seemed to fit my position exactly. But Bula Matadi was our prisoner, and the Batwa, who had witnessed the battle from a safe distance joined us with caution, their pop-eyed gaze sweeping the thickets for the possible return of the gorilla band.

Here Are Spring Fashions



A Saucy Bird's Head Adorns a Bangkok Hat In Rose Beige. The Irregular Brim Is a Chic Note.



A Colorful Tan Tweed Tailored Sports Suit Has a Beige Sweater. Smartly Embroidered.



Fashionably Long Is This Pervenche Blue Moire Evening Gown With Its Below-the-Hips Fullness.

A Beige Afternoon Gown of Cere Lace Is Trimmed With Sable and Topped by A Large Golden Ballibunt Hat.



Spectator Sports Dress In Yellow Faille Silk With a New Hipline And a Scarf Collar.



A Luxurious Collar of Fox Fur Dyed a Beautiful Bois de Rose Adorns a Coat of the Same Shade Fashioned in Smooth Lido Cloth.

All Costumes on This Page Created by Henri Bendel For Miss Norma Terris, Star of "Show Boat."

PUMPKIN yellow emerges from all the tan shades as an outstanding colour for spring. Therefore it is quite appropriate that the charming spectator sports frock shown at the left centre should be that colour.

This is in faille silk, and has youthful dash combined with a grown-up formality. It is a one-piece model, with a plented skirt joined slightly below waistline, tying in front to fashion a tight hipline that is all-important just now.

The scarf collar dips to a becoming V in front and swings free to make two straight panels hanging loose in the back, reaching to full skirt length.

The sleeves are straight and long, with somewhat loose cuffs. Cut and fabric make this dress, for no trimming whatever appears, in this spring of much adornment.

Topping the frock is a yellow felt hat with an irregular brim that flares on the sides, rolls in the back and is cut short in the front, where a gros-grain ribbon band makes an intricate bow.

YOU would look far to find a smarter tweed suit than the soft little one shown at the top of the page. It is pre-eminently modern and becoming.

It is deep tan with a fleck of brown and a fleck of red in it and a suggestion of green. The skirt has the new, very deep box plents, stitched to hip-length and then pressed flat to the bottom. The coat is beautifully tailored with triangular-shaped pockets and a little back yoke that shapes to a V.

Its knitted angora sweater jumper is in the softest beige, with a modernistic embroidered motif in the brown, red, and green.

As is the case this spring, this sweater rejects the all-over pattern, being quite simple and plain save for its individual motif of embroidery.

The hat is a narrow brown felt, one of the new type called "on-and-off-the-ears"—meaning that one side flares up and the other down. It is extremely smart for a woman with regular features.

Since nothing brings a note of spring so easily as straw hats, most women are more interested in them than in frocks, when first considering the new wardrobe.

The rose beige chinese bangkok shown at the top centre illustrates some of the new chapeau points.

Its brim is quite deep on one side, while the other is slashed, with an extra roll of the bangkok turning back in novel manner, not quite a plent, not quite a roll. A particularly pleasing model.

Above this a saucy little Lady Amherst bird perches, its browns, pinks, and deep red, gay and colourful against the soft background. A single strand of brown grosgrain ribbon bands the crown about an inch and a half from where it joins the brim. The back line is quite long covering the neck.

LACE is eminently correct for both afternoon and evening, in the new mode. For an afternoon tea, bridge or reception, nothing is lovelier than the lace frock which is so smart in its own fabric that it asks no aid from trimmings to make it a thing of beauty.

Such a dress is a beige cere lace, fashioned over beige satin, shown at the upper left. It is distinguished for its very full skirt that dips four ways set below a fitted yoke of irregular line that is marked by sable trimming.

The rounded neck is charmingly simple and the long sleeves quite plain, save for the little band of fur around the wrists. There is a tailored belt, wider than winter belts have been, fastened with a very simple little gold buckle.

Topping this frock is one of the new, large-brimmed ballibunt hats, golden in colour, with green and gold blue worked through the straw to give life to the picture. Green and old blue velvet ribbons join brown in making an unusually decorative banding, with the ends of the velvet fashioning a cockade on one side.

Dyed fur is one new spring note that the smart woman will watch. Spring furs, moreover, are the softest, lightest ones. Fox is dyed bois de rose to collar the French coat of the same shade of smooth Lido cloth, illustrated at the lower left. The fox edges a collar, rather than making too heavy a collar itself for spring days.

This coat flares, in the new spring manner and though it appears almost straightline, has ample fullness to close when Milady sits.

The hat for this coat is a sweet little suede beret, grown very formal indeed with a feathered adornment that might become a bird, if birds were allowed these days. All the shades of green, rose and brown that tone in with bois de rose gleam in the feathers of this little fancy.

EVENING fabrics have increased their numbers. Fresh crisp materials are tremendously popular now for formal things. They lend themselves so nicely to the basque theme, the godet and bustle effects and they heighten the formality of an evening gown.

Pervenche blue moire fashions the evening gown at the upper right. This costume is extremely important from the point of view of new style. Its straight side panels, its decolletage and, above all, its shaped godets are new and smart. It is very long, as are the new evenings clothes, and even the front has more length than formerly.

This gown, with its flaring, circular godets that give extreme width to the lower edge of the skirt, still is built around the slender, princess idea. It admits curves, but it does not accentuate them. All the fullness however, comes below the hipline, a new and important feature.

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Pictorial Supplement

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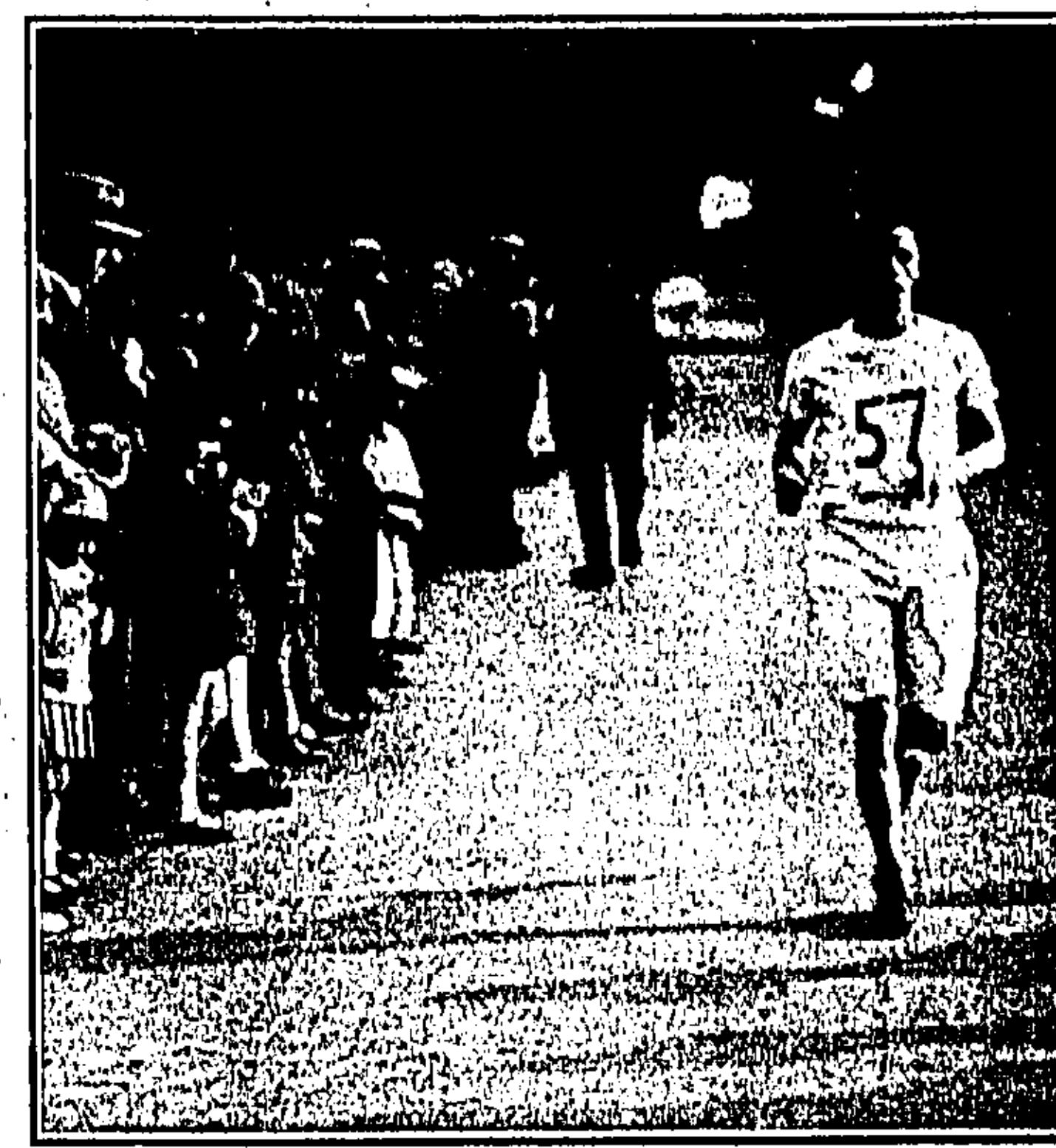
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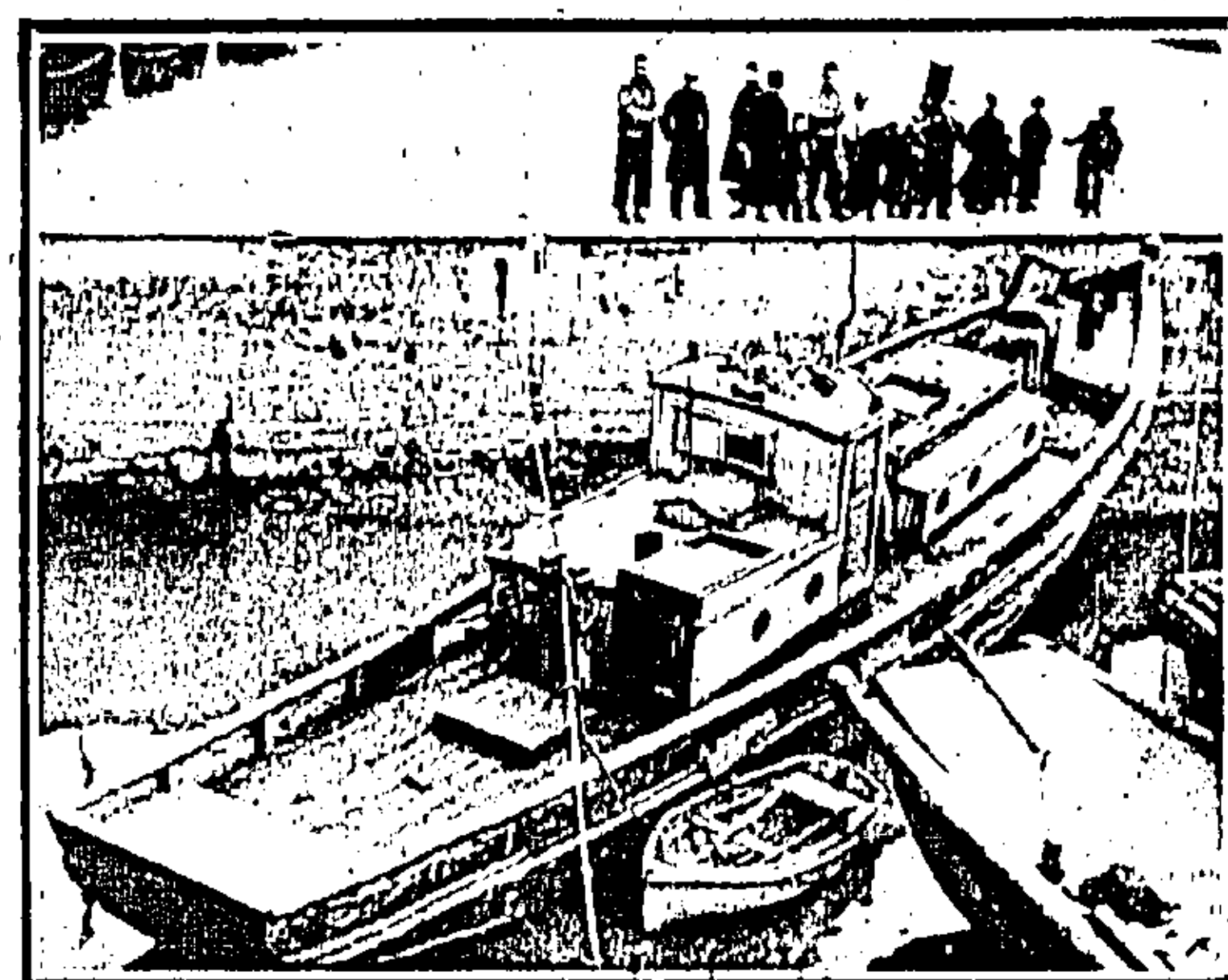
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MEN'S WEAR SPECIALISTS.



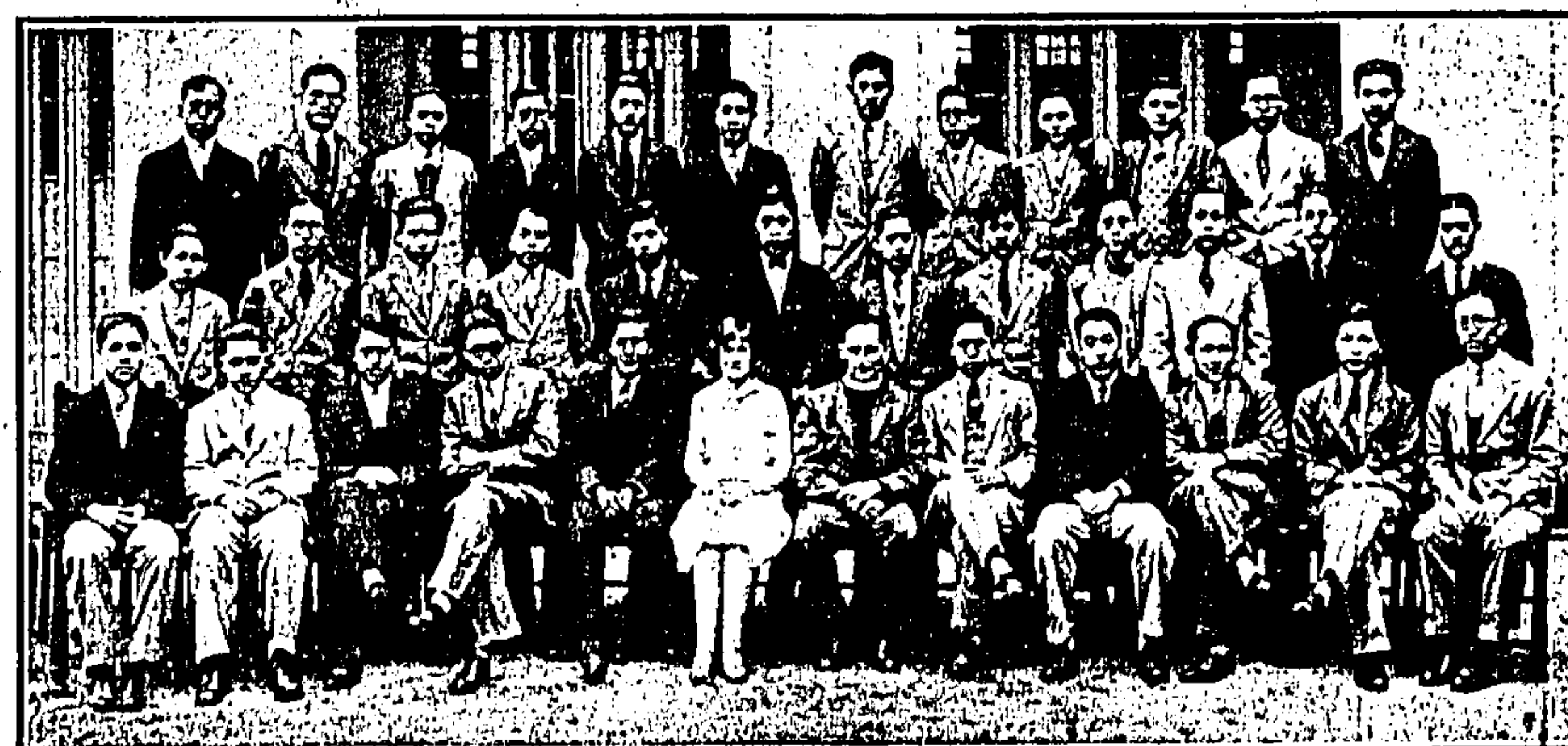
Some idea of the very large crowd which attended the Off Day races at Happy Valley on Saturday can be formed by the above photograph. The day was noted for its good racing and large cash sweeps. (Photo: Ming Yuen).



Pte. Gear, of the King's Own Scottish Borderers, ran a very good second in the Kowloon Marathon race on Monday. Our photo shows him finishing. (Photo: Mee Cheung).



The above photograph shows the motor boat in which Mr. and Mrs. Matzenok escaped from Russia. They slipped out of Vladivostok and went to Korea. From there they proceeded to Shanghai. The boat was an object of much interest as it lay in the Soehow Creek.



The above photograph of the Warden and Students of St. John's Hall, Hongkong University, was taken last week. (Photo: A. Fong).



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New Stock of Baby Carriages.
THE IMPROVED "COMPACTUM" CAR.
THE "COMPACTUM" CAR.



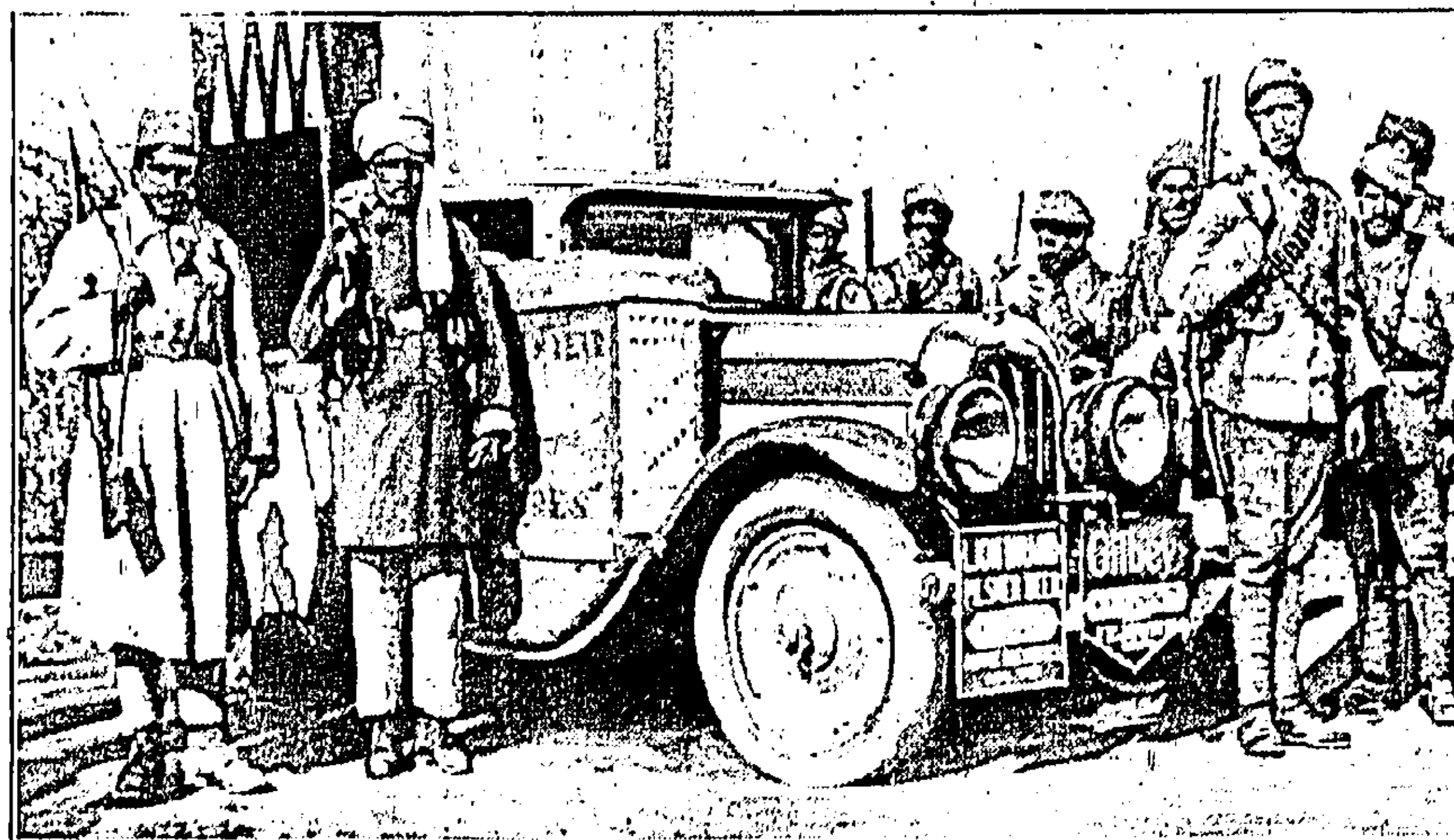
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HONGKONG.



The above is one of the first photographs to reach England of scenes in Kabul during King Amanullah's struggle with his rebellious tribesmen. Our picture shows a motor-car, in which an American and his wife were making a world-tour, being escorted through Kabul by Afghan guards. —(Times copyright).



The famous amateur team Corinthians were beaten by West Ham by three goals to none in the fourth round of the English Cup. A photograph of Howard Baker, the Corinthians' goalkeeper, making a save.—(Times copyright).



The above photograph was taken at Tungshan on the occasion of the recent visit to Canton of fifteen naval officers to compete against fifteen Shumien-ites in an all round sporting contest. Our photo shows the golf teams.



A group of some of the competitors who took place in the Kowloon Marathon on Monday—an event which was won by Pte. L. Baulch, of the West Somersets. (Photo: Mee Cheung).

THE BUICK EMPIRE SALOON.

Interesting Description of the 1929
25-75 H.P. Model.

In essentials the 1929 Buick is a well-tried design which has been modified and considerably improved, both outwardly and inwardly. The radiator casing, for example, is of new outline and of the modern deep shape, giving the car a more imposing appearance. Incidentally, as it is chromium plated and as the coachwork is cellulose finished, the owner-driver has the task of cleaning the car lightened for him as much as possible. Also modifications to the power unit have resulted in a considerably enhanced reserve of power, which immediately makes its presence felt, not so much in sheer speed, perhaps, as in unusually good acceleration. In these days of congested traffic the ability to accelerate swiftly is of more importance than mere maximum speed.

A Responsive Engine.

It is, in fact, the engine's ready response to the throttle which most impresses one, for it seems impossible to detect a flat spot, however the car be driven. It is possible, for example, by retarding the ignition slightly, to slow down to about 2 m.p.h. on top gear on a level road, and then rapidly to depress the accelerator pedal, when the engine at once responds without any fluttering or hesitation, gathering speed very rapidly. This state of affairs appears to be largely due to the induction system, which utilizes heat from the exhaust pipe to a considerable extent. The heat control system diverts exhaust gases round a chamber immediately above the carburettor, and the valve that diverts the exhaust gas opens and closes automatically according to the speed of the engine. In starting, and when the engine is running slowly, practically all the heat from the exhaust passes round the carburettor, but as the engine speed increases the valve opens and the heat is carried through the exhaust pipe. In addition to this automatic control there is a manual control by means of a lever on the left side of the instrument panel immediately beneath the carburettor choke. There does not seem any need to employ this

hand control, however, except, perhaps, in very cold weather.

Rapid Acceleration.
Apart from the excellent acceleration figures for the 10-30 m.p.h. range set out in the table of performance, a test was made of the acceleration from 30-50 m.p.h., and an average of several readings gave a period of 11 seconds for this increase in speed. In overtaking traffic on the open road this power of acceleration is of distinct advantage, for it reduces appreciably the actual period during which the off side of the road is perforce taken. A comfortable cruising speed is anywhere between 40 and 50 m.p.h., so that the car can put up high average on a long run.

So, flexible is the engine that when once top gear is engaged there is seldom need to touch the gear lever further, and a main road hill of 1 in 10 is taken in the car's stride with the engine running smoothly and without fuss. Second gear is sufficient for starting from rest on the level, although possibly, as this ratio is not very low, the multiple clutch must receive some of the credit. The driving plates of the clutch are slightly waved, so that the first engagement is only at the top of the waves, the full surface of the plates being brought into play as the plates are further compressed by the clutch spring. When it is desired to change gear the actual operation of changing is found to be a simple matter, provided that the double clutch method be employed in changing down.

In the matter of maximum speed it must be recorded that wheel wobble was experienced at 65 m.p.h., but this is understood to be unusual, and insufficient inflation of the front tyres was diagnosed as the cause. At this speed the engine evidently still had power in reserve, and at an estimate the maximum speed should be in the neighbourhood of 70 m.p.h. On the indirect ratios also the car possessed a good turn of speed, and there was not an undue amount of noise from the gears. It is interesting to note that the engine remains very smooth and quiet throughout its range of speed, this

being a matter in which cars of American and Canadian origin have recently improved considerably. Incidentally, the crankshaft is very carefully balanced and has been strengthened so as to deal with the extra power developed by the latest engine.

Apart from the wheel wobble experienced on this particular car the steering is good in every way, for it is light, certain, and has ample self-centring action. Accordingly, although it requires nearly three and a half turns of the wheel to pass from one full lock to the other, the driver does not feel that he is particularly "busy."

Factors that Make for Comfort.

Of the suspension it can be said that it entirely insulates the occupants from road shock, and even on a badly pot-holed surface there is no actual discomfort, although a slight roll may be noticed. To secure the maximum efficiency from the suspension system the hydraulic shock absorbers should be kept well supplied with oil.

It is noticeable that external contracting brakes are retained, but with the results of the brake test there is no fault to find. The brakes work smoothly and progressively, and would probably have shown to even better advantage had a full load been carried, for with only one up it was found that the rear wheels could be locked.

Incidentally, a vacuum fuel feed system is not employed, its place being taken by a mechanically operated diaphragm pump located on the rear side of the engine. This pump is driven from the camshaft and does not require priming.

Of the coachwork it may be said that comfort and convenience are its main features; the front seats are of separate bucket type, and are adjustable over a considerable range; the driving position is comfortable, the controls are conveniently situated, and the driver can utilize his door without contorting himself. The rear seat is two inches wider than hitherto, and can accommodate three persons in comfort. Leg room is ample, and footrest tool boxes are fitted behind the front seats. The overall height of the car is 6ft. 2in., and the head room measured from floor to roof lining is 3ft. 10in.

All six lights of the Empire saloon are provided with winders, and the quarter and rear windows have silk roller blinds, the rear blind being operated from the driver's seat. The upholstery is of furniture hide, and polished wood

265 H.P. EIGHT.

Expensive American Car.

NEW DUESENBERG.

America's most expensive car made its bow at the Automobile Salon in New York.

This was the Duesenberg, with a straight-eight motor, which develops 265 h.p., and it was mostly priced at \$1700 for the chassis, or \$2300 in one of three body types.

The new car is being manufactured by a company which is a subsidiary of the Auburn Motor Co. Duesenberg racing cars have been known in the U.S.A. since Bugatti taught the Duesenberg brothers how to make small straight eights, but this is the first appearance of passenger vehicles bearing the name.

rails on the wasteline and around the windows add to the interior appearance. The single-pano vertical screen is provided with a winder in front of the driver, and when raised slightly it allows air to pass through a ventilating duct behind the fascia board. The screen may be further raised to give an opening of about an inch above the ventilating duct. Ventilators are also fitted in the sides of the scuttle.

Easy Upkeep.

Instruments are grouped in a rectangular panel and include speedometer, oil gauge, ammeter, water temperature gauge, and fuel gauge. The panel also includes the carburettor choke and the heat control lever, on the left, and the switches for the electrically operated double screen wiper and instrument lights on the right. The dials may be illuminated either by a concealed light or by a cowed exterior light at will. On the steering column is the combined ignition switch and steering lock, controlled by a key. The doors are also provided with locks, so that the owner can leave the car unattended with the assurance that no one can interfere with it.

In brief, the 1929 Buick Empire saloon is a roomy and comfortable vehicle with a distinctly high performance. At the same time it is eminently a car for the owner-driver, for it is designed for easy upkeep and the various components are accessible for such attention as is required. Lubrication, for example, is a simple matter, for at convenient places on the chassis are centralized lubrication points which can all receive attention in a few moments.

GOLFING TO SALES.

Novel Chevrolet Contest.

HAZARDOUS 18 HOLES.

Sydney, Dec. 28.

"Keep your eye on the ball" is the current password in both Chevrolet car and truck sales departments of Messrs. John McGrath, Ltd., where golfing terms, now slide smoothly from the tongues of salesmen.

It is not that golf has broken out virulently to the exclusion of the more work-a-day task of selling cars and trucks; but is the result of a unique sales contest which, commencing last Monday, will rule the activities of salesmen for 36 days.

In this contest, a hypothetical hole of golf is played every two days. Sales staffs have been divided into rival teams, each with its combined and individual member quota of sales. From these allotted quotas, golf handicaps have been decided, and sales (which count as half strokes) plus handicaps, give every competitor a chance to play each hole in bogey or better. There are prizes for the winner of each hole, a very acceptable final prize for the salesman who returns the best card.

Roughs on the Course.

In the basement of John McGrath, Chevrolet showroom, an 18 hole course has been mapped to lend further interest to the contest. Between the tees and greens of each hole are scattered the hazards which beset the course of sales. They are aptly titled, as these examples will show:

Bunker of Tardiness (always be on time); Bunker of Competition (keep close to your prospect); River of New Prospects (canvass your territory); Lake of Laziness (work a bit harder); Rough of Indifference (be enthusiastic); Long Grass of Exaggeration (Stick to facts); Rough of Unfairness (be generous with competition) and on the fairway of the 18th hole—Rough of Indecision (ask for the order).

Daily scores are posted beside the course, and to bring the spirit of real play into the game, orders are being booked with pencils which carry club heads. The important signature on the dotted line, naturally, is written with a putter. Salesmen can, quite fairly, use a club to convince their prospects.

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ALL MODELS IN STOCK

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A Few Advantages:—

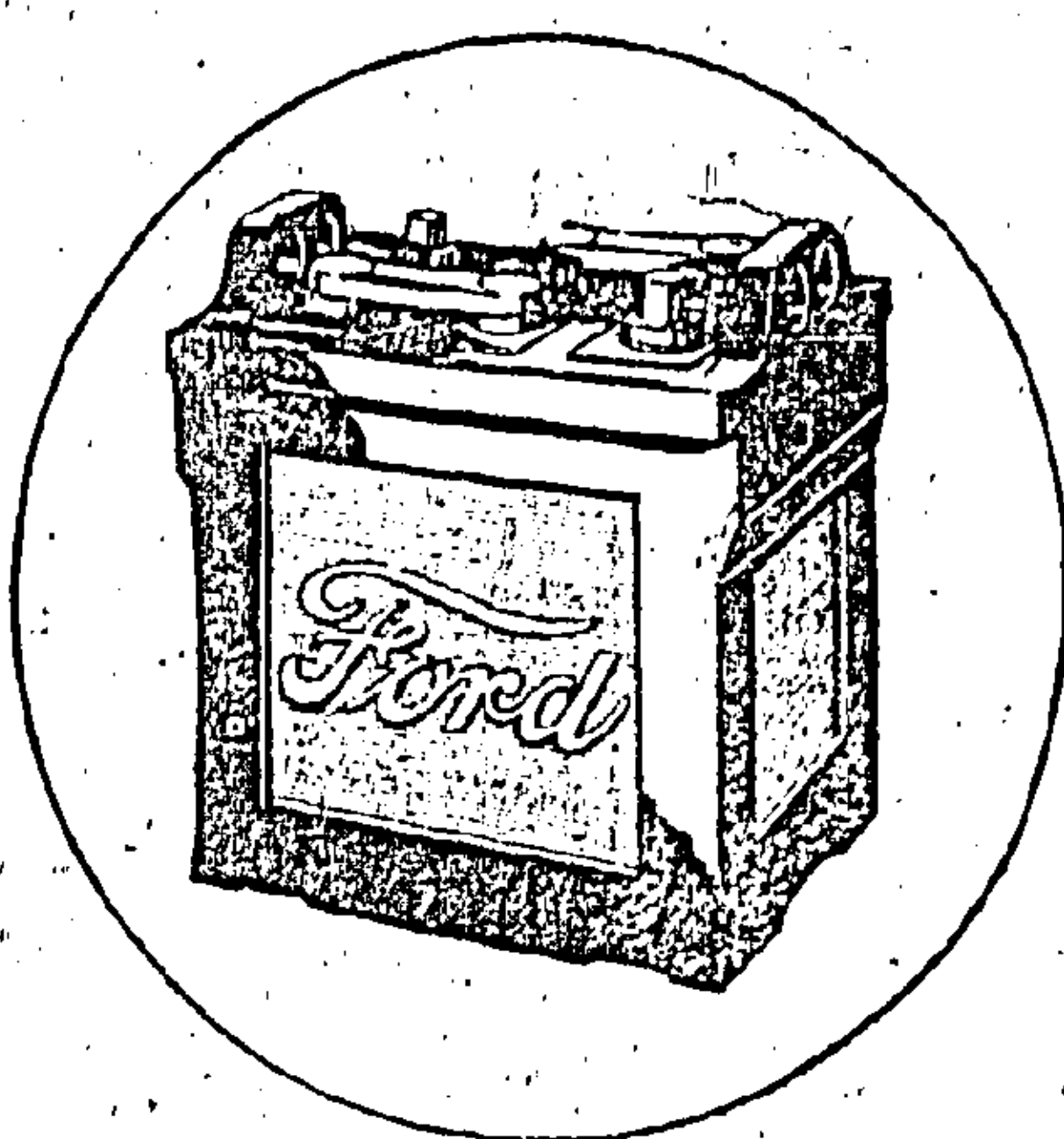
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Hon. Secretary.

C/o "Hongkong Telegraph"

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Ford

13 PLATE BATTERY

HK. \$27.00

AN ENTIRELY NEW STANDARD OF BATTERY VALUE
(BACKED BY A REAL GUARANTEE)

P.S. Ford batteries may be used in many other makes of cars and are excellent for radio purposes.

QUICK STARTING! RELIABLE PERFORMANCE! LONG LIFE!

THESE are three reasons why Ford batteries assure dependable service the year round.

THEY are also reasons why a new genuine Ford 13-plate battery in your car will save you money and serve you better.

COME in to-day and let us put one of these full powered batteries in your car—you will be delighted with its performance.

Ford Motor Company Exports Inc.

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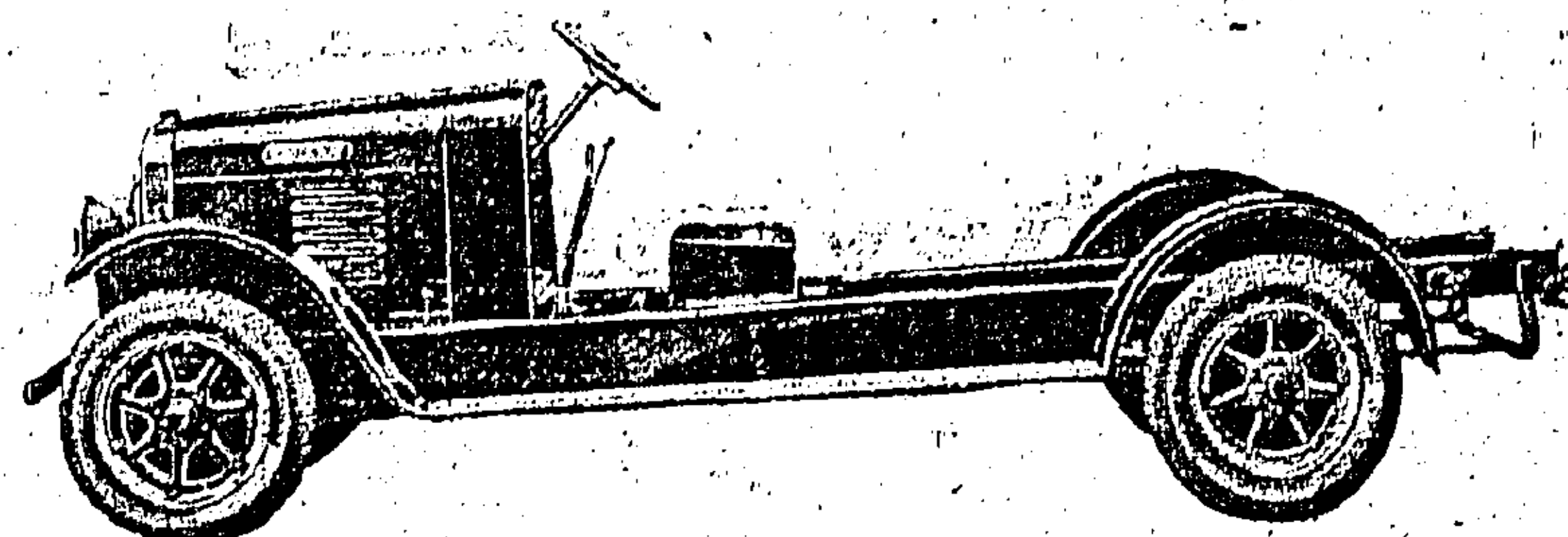
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DEAL DIRECT.

CHRYSLER & DODGE.

Overseas Trading
Scheme Outlined.

CLOSE CO-OPERATION.

Announcement has just been made by Walter P. Chrysler, President of Chrysler Corporation and Dodge Brothers Corporation, of the newly organized Chrysler Export Corporation of Detroit. This separate organization will devote its entire time to the development of closer co-operation with all Chrysler and Dodge Brothers' overseas organizations.

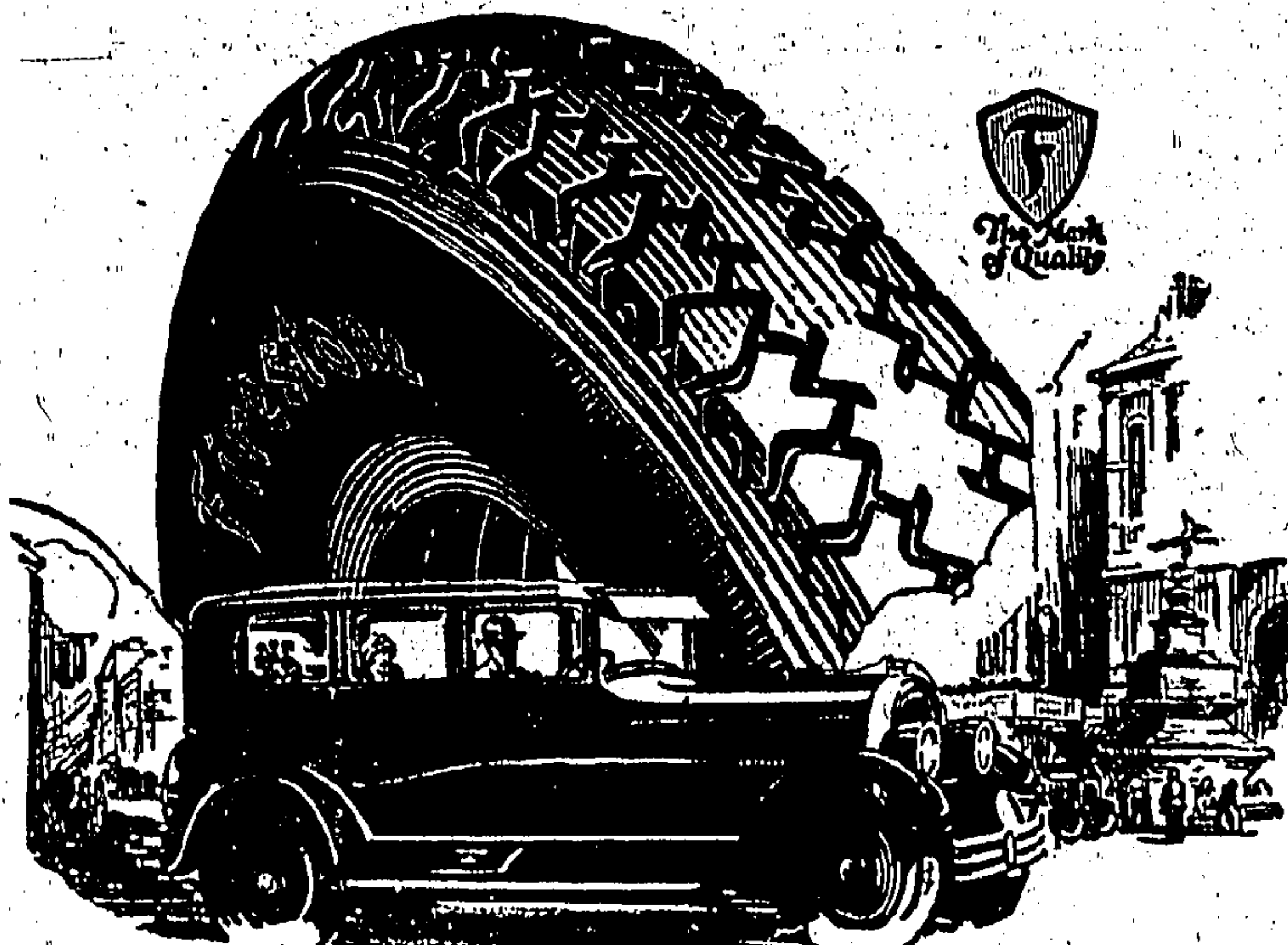
The Chrysler Export Corporation will have charge of the overseas distribution of Chrysler Sixs, Dodge Brothers cars and Graham Brothers trucks, the Plymouth and De Soto motor cars and the new line of Fargo commercial cars and trucks.

The advantage of this arrangement to the overseas organizations is obvious as it provides for the most economical and efficient coordination of all Chrysler and Dodge Brothers export business.

The methods and policies which have prevailed in the past and which have been so successful in the overseas distribution of Chrysler and Dodge Brothers products will be continued. But the coordination of all efforts will permit even closer and more specialized attention to the needs and requirements of the overseas markets.

The President and General Manager of the new Chrysler Export Corporation will be E. C. Morse, who for the past four years has been Director of Export Sales for the Chrysler Sales Corporation. Prior to his association with the Chrysler organization he was for many years Sales Manager for the Hudson Motor Car Company and previously Director of Exports of the National Cash Register Company. Mr. Morse has acquired an actual first hand knowledge of conditions abroad by personal visits to nearly all countries of the world. His experience and leadership give assurance to all Chrysler and Dodge Brothers overseas organizations of sound and practical methods and intelligent co-operation.

The Chrysler Export Corporation will include efficient and experienced men who have been assisting in the development of the overseas organizations of Chrysler and Dodge Brothers. Operations will continue along the same lines as in the past and personal con-



Patronize the Firestone Dealer
Who Serves You Better and Saves You Money

The Firestone service dealer is backed by an organization world-wide in scope and influence—an institution grown great by building tyres of highest quality and reducing the cost of tyre mileage.

You can depend upon us—not only for the "better service" which goes with these better tyres, but for the economy, safety and comfort which only Gum-Dipped Tyres can give.

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THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD. ... HAPPY VALLEY.

tacts will be much the same as heretofore.

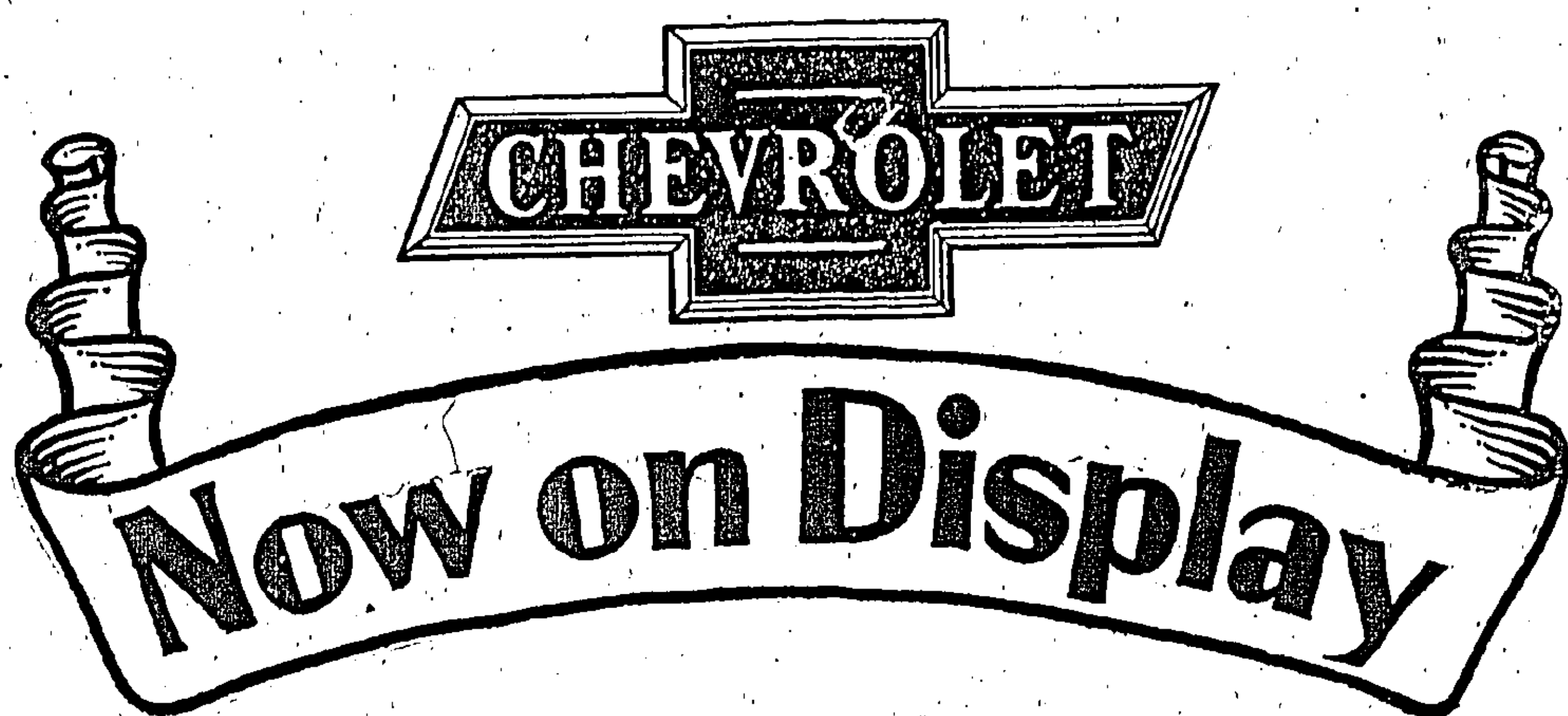
As in the past, Chrysler cars will be sold by Chrysler distributors and dealers and, as before, Dodge Brothers cars and Graham Brothers trucks will be sold by Dodge Brothers dealers and associate dealers. The separate identity of these two great lines of motor vehicles will be maintained.

CUT-UNDER CROSSINGS.

In order to eliminate a serious traffic block in the centre of Paris (France), an underground motorway, joining the Faubourg St. Honore with the Rue de Courcelles, is being constructed.

EXPORTS OF TRANSPORT.

Of the 29,505,475 motor vehicles in the world on January 1, 1928, there were 23 million in the United States, with 1,173,000 in the United Kingdom; then in order of their use came Canada, France, Australia, Germany, Argentina, Italy, Spain, and New Zealand.



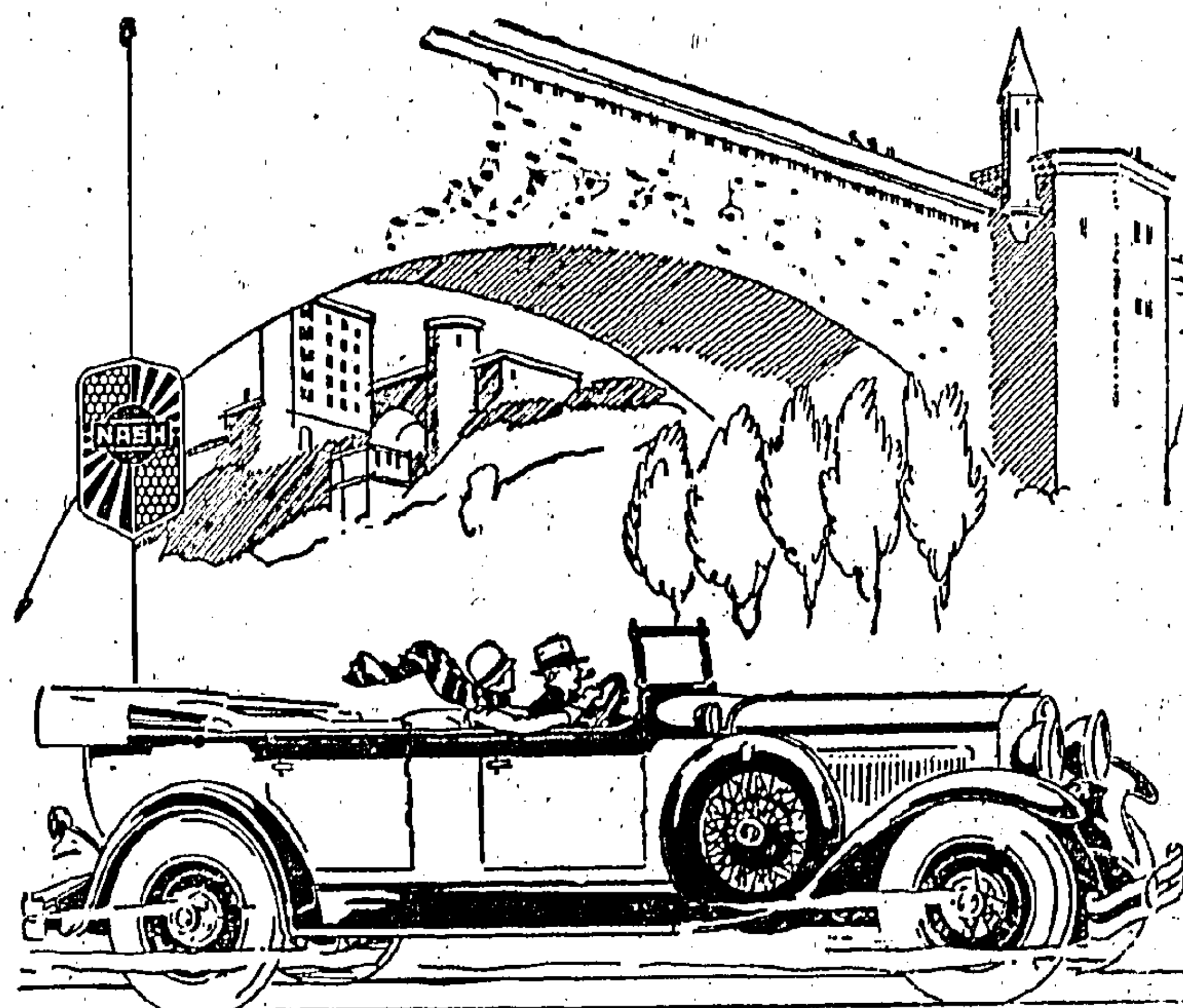
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Outstanding Truck
of
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A Six in
the price
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SEE IT TODAY
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THE NEW NASH 400

**Convincing Thousands that Luxury
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SINCE the introduction of the new Nash "400", thousands have discovered that they would rather own this motor car than others more expensive.

They find in it all the best features of the costliest cars—centralized chassis lubrication, hydraulic shock absorbers, and the like.

They find it the easiest steering motor car they ever have handled.

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Luxury and luxurious performance are not necessarily high priced—Nash has achieved them in the new and finer Nash "400."

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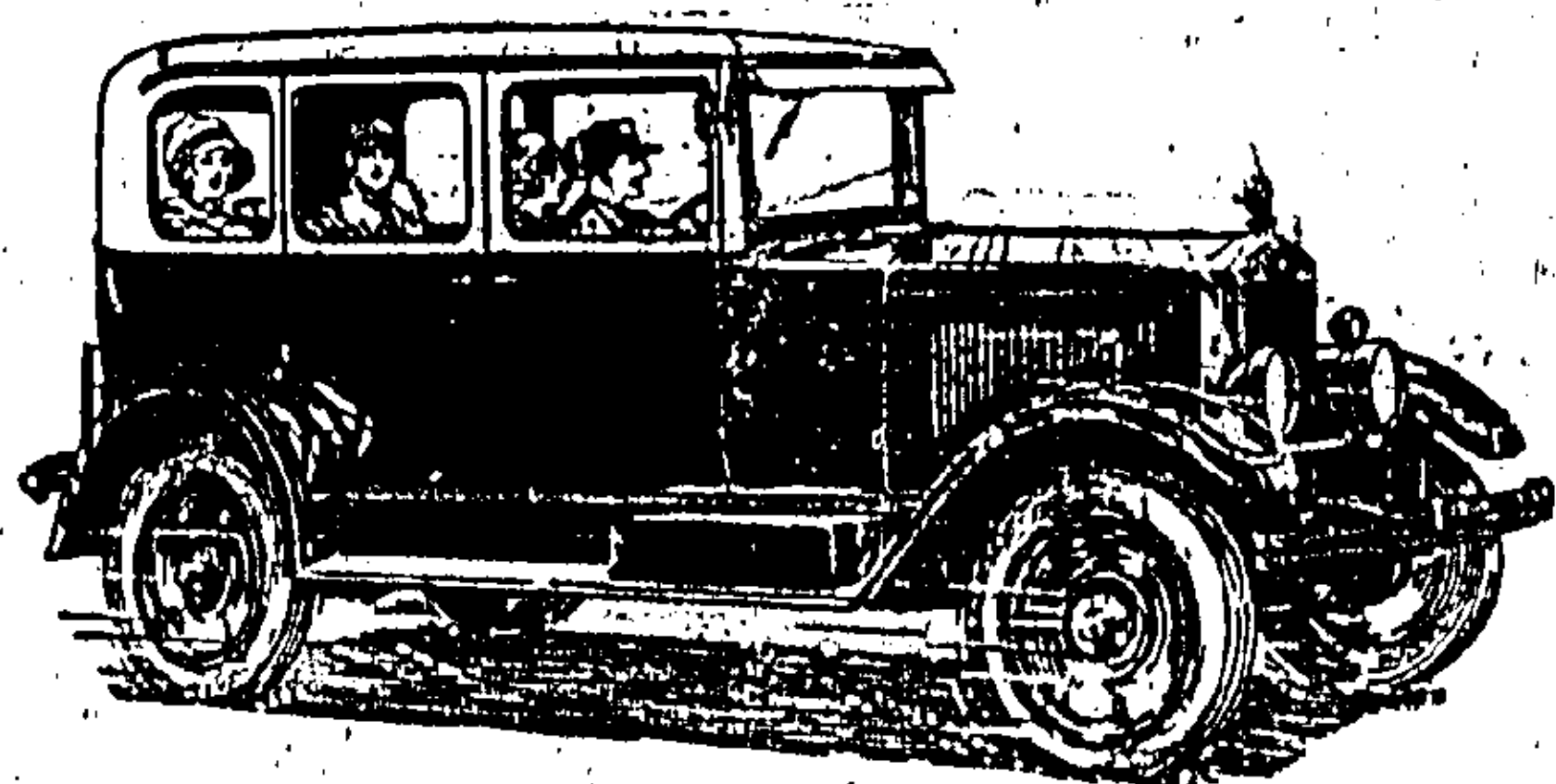
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THE worst roads hold no terrors for a car with a high clearance, 56 in. track and magnificent workmanship of the new high-powered Morris-Cowley—a car specially designed and built for World motorists. Costly materials, perfect machinery and fitting have provided rugged resistance to road shocks and daily wear.

And a Morris costs less to run, lasts longer and needs fewer replacements, while giving complete comfort through exceptionally roomy design and studied care for detail.

The Morris 1929 range includes open and closed cars with a choice of colours and a variety of body styles unparalleled. Each model, from the Morris Minor to the 16/40 h.p. Morris-Oxford, sets a new standard of outstanding value in its class.

Morris After-Sales Service is world-wide and world-renowned, and prices of Morris Cars and Spare Parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine products of Europe's greatest automobile building organisation.

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25 Queen's Road Central Tel. Central 4759.

LUBRICATING MOTOR ENGINES.

By LEWIS A. PARKER, M.I. MECH.E., M.I. MAR. E.

Being the report of a recent lecture given at the Institute of Engineers and Shipbuilders at Hongkong.

(PART FIVE)

Water.—Have you ever noticed water in the crankcase? Perhaps some of you have. Except in the case of a gasket leaking, this water comes from the fuel. When gasoline burns, one of the products of combustion is water vapour. As long as the engine is hot, this vapour will pass off through the exhaust, or if it blows by the pistons, will escape through the breather, and do no harm.

But if you run a cold engine, some of this vapour will condense, get into the crankcase if the piston seal is broken—which very often is the case, and mix with the oil. The repeated starting and stopping from cold, provide just the conditions suitable for this, and is commonly found in Fire Departments, where they run their engines several times a day for short periods.

Now, fresh water and mineral oils will mix when they are churned up together, called an emulsion, but will very quickly separate out, if allowed to rest. In a motor car, however, it doesn't get much time to rest and separate.

The oil, however, being constantly churned up in contact with heated air, will tend to oxidise and if there is present some other foreign matter, such as dust, carbon, or worn metal, sludge is the result.

If you place mineral oil and water in a clear, clean bottle, mix it up and allow it to stand, it will separate very quickly—showing clearly oil and water.

In the other case, you will also get separation, but in between the water and oil there will be sludge. The separated oil is usually quite good and can be used again, but not so the sludge—that must be thrown away. And in an engine where there has been an accumulation of sludge, it must be thoroughly cleaned—if any sludge is left, it will contaminate the new oil.

If the suggestions to prevent dilution are followed, you need not expect trouble from water accumulation.

Provide a small drain at the

If the separation should show sludge, it would be advisable to thoroughly clean out the crankcase, and remove every trace of deposit.

Corrosion of Parts.—Sometimes an inspection of an engine will show that piston pins and other bright parts are rusted and corroded, and this is usually put down to acid in the oil. This, however, is very seldom the cause, certainly not with a high quality product.

The acid which is frequently used for purifying or bleaching an oil during refining is always washed out and the oil treated so that every trace of the acid is removed.

One cause of corrosion is that dilution thins the oil so that it runs off the surfaces, leaving them dry when the engine stands a long

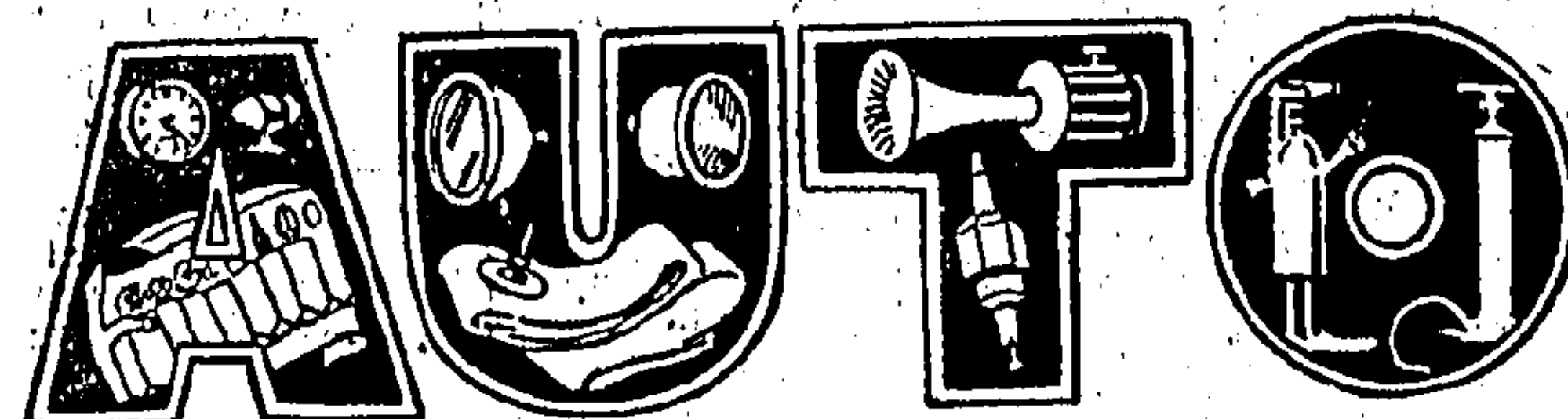
time. Any moisture present in the crank case will then attack and cause rusting.

Secondly, and this is probably more common, if the fuel is not free from sulphur compounds, these when burnt, will unite with moisture (water) and form sulphurous acid, which will attack unprotected metal parts.

This is very noticeable where cars have been kept in storage for some time without first draining out the old oil and running on fresh oil just long enough to coat the parts with a film.

The prevention is to use good fuel, and when storing cars, completely drain the crank cases, and run the engines with new oil to assure thorough distribution and coating.

(To Be Continued.)



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The most complete stock of Auto Accessories in the City are here at lower than elsewhere prices.

No matter what you might want in accessories we have it.

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The profit in heavy hauling almost always depends on getting the job done on time. Goodyear Heavy Duty Cushion Tyres are of greatest assistance in that respect.

Their famous All-Weather Tread enables them to take hold sure, powerfully, slipperily, and move the load, whatever the going.

Their staunch construction assures the continuance of this reliable service over a long, long period of time. Thus they are as economical as they are gainful—a two-fold source of gain.

Keep your loaded vans and lorries on the move and on time! Fit tractor cushioning, long-wearing Goodyear Heavy Duty Cushion Tyres!

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The Tourer

THE genius of Studebaker engineers adds much to your motoring pleasure all the years you will drive this new Erskine six tourer. First cost is surprisingly low because of Studebaker's great resources. After-cost is less because of advanced engineering plus precision workmanship and quality materials. By averaging more than 34 miles per hour for 24 hours an Erskine Sedan established stock model records in its low price class. 1298 miles in

twenty-four hours under official supervision! Come in today. Judge with your own eyes the beauty and luxury of this new five-seater tourer. Drive it yourself—then you will know Studebaker gives more for your money. Studebaker backs each car with a mechanical warranty for one year. Combined with Studebaker's 76-year-old reputation for quality, this guarantee offers positive satisfaction to every purchaser.

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An Important Announcement!

We beg to announce to the motoring public that arrangements have been concluded whereby the

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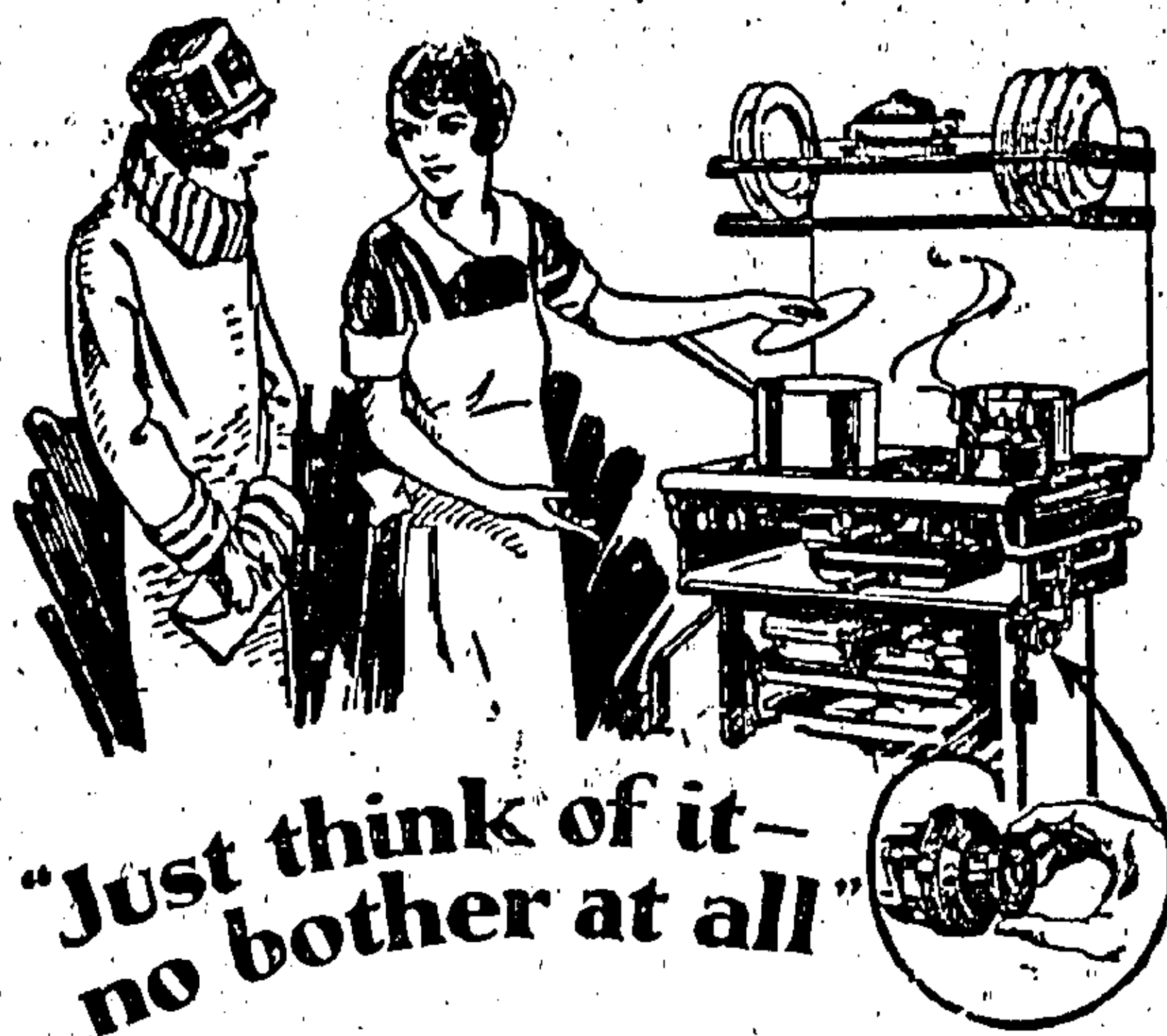
our representatives.
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The "New World" oven turns cooking from an art to a science. The "Regulo" control dial keeps the oven heat just right for the work in hand. You may be miles away, but your meal will be perfectly cooked. The cooking chart tells you the figure at which to set the dial, and the time for cooking. The "Regulo" does the rest, and does it perfectly. If you make no mistake in preparing the food, nothing can prevent perfect results. The "New World" is AUTOMATIC. There is no guessing the heat. No watching, and no waste of gas.

See one of these cookers
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NUGGET Boot Polish

**"Good morning, Miss Shoe, you
look positively charming."
"A personal reflection, I assure
you, Mr. Nugget."**

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OUR BERLIN LETTER.

AGRICULTURALISTS IN MOOD OF DEPRESSION.

Berlin, Feb. 12.
For many years past it has been the habit of thousands of farmers from all parts of Germany to gather in Berlin in the first half of February, and these tall figures with tanned faces, below their rough woollen hats, and carrying about walking sticks, give a special stamp to the picture in the main streets. Formerly the farmers enlivened the wine and beer restaurants with their hilarity, which seemed rather loud to the dwellers in a great city, but this time they were in a depressed mood.

Their class is fighting for its very existence, for many concerns have reached a disastrous stage of unprofitableness in consequence of heavy burdens of taxation and interest charges. This year's gathering of the countryfolk in the capital may be designated as an emergency meeting.

The Hunting Exhibition.

The Berlin "Green Week," which took place for the fourth time, has attained great popularity; with its great number of functions of different kinds it forms the best means of propaganda for agriculture and its many branches. This year it was particularly the Great German Hunting Exhibition which had been substantially enlarged both in space and in organisation.

Over a thousand hunting trophies of all kinds were displayed, among them carefully collected material regarding the only two kinds of pre-historic wild animals still found in the east of Germany, the elk and the European bison or aurochs. The special exhibition of hawking and falconry acquired particular powers of attraction owing to the numerous exhibits which had been lent by the Emperor of Japan.

These pay eloquent tribute to the zeal and fondness which are still devoted to the interesting sport in the Far East. The unusually numerous visitors in the capital in February also made a rendezvous of the Riding and Driving Tournament, of which the Hindenburg Day was the culminating point. On the day on which the Head of the German Reich was present, several effective display numbers were inserted in the programme of jumping, training and driving; a really chivalrous picture was presented by the quadrille of the eight Senior Gentlemen Riders, who, like the Field Marshal, who attentively followed their performance which was carried out with admirable exactness, were once officers of high rank in the old German army.

The "elderly gentlemen" were followed by youth: twelve boys and girls, all in the becoming dress of Eton schoolboys, mounted on horses of appropriate size, gave proof of remarkable practice in trotting and galloping. The Reichs president was visibly delighted with this children's quadrille; he returned, with a friendly smile, the greeting of the little group of riders who simultaneously took off their hats at the end of their performance.

The "Sportpalast" was then darkened, torch-bearers lined up round the east arena and a mounted army band with fourteen kettle-drums executed a programme of trumpet calls and marches. Amid the unending applause of the thousands present, Hindenburg left the hall—as always, the worthiest representative of the German people.

Exhibition of Chinese Art.

An Exhibition of Chinese Art was recently opened in the Academy of Arts on the Paris Place, a particularly well-known central point in Berlin between the Brandenburg Gate and Unter den Linden. About 170 collectors and museums in all parts of the world had contributed from their possessions; they responded to the appeal of the German Society of Eastern Asiatic Art and the result was the bringing together of a wealth of Chinese works of art, such as has never before been seen in Europe.

Passing through an outer hall hung with old Chinese carpets, the visitor comes to three large halls which provide a survey of the development of the art of Chinese porcelain, an art which was the model for the entire porcelain of Europe. The form and splendid colouring of the valuable pieces of porcelain brought together in the Exhibition are in a veritable revelation. This unique survey of all essential forms of expression of Chinese artists is completed by the great sacrificial bronzes dating from the first thousand years before the Christian era, the ceramic and carved stone art of later dynasties as well as precious gold and silver work all of which are

"LOYAL" SOCIALISTS.

UNION JACK THAT WAS PULLED DOWN.

An incident which occurred at Saffron Walden, Essex, on a recent Saturday has just been brought to the notice of some of the Essex members of Parliament.

The local Socialist Party hired the Town Hall for a meeting. Later there was to be a gathering of the British Legion, and the Hall had been decorated for that event. At the back of the platform was a red cloth with the inscription: "Long Live King George V." There were other appropriate decorations. A Union Jack was draped over the entrance door.

When the Socialist Chairman—a minister of religion—entered the hall and saw the adornment at the platform, he at once pulled it down, as well as the other decorations. On a member of the audience protesting, he said: "We do not want this here. We are all brothers."

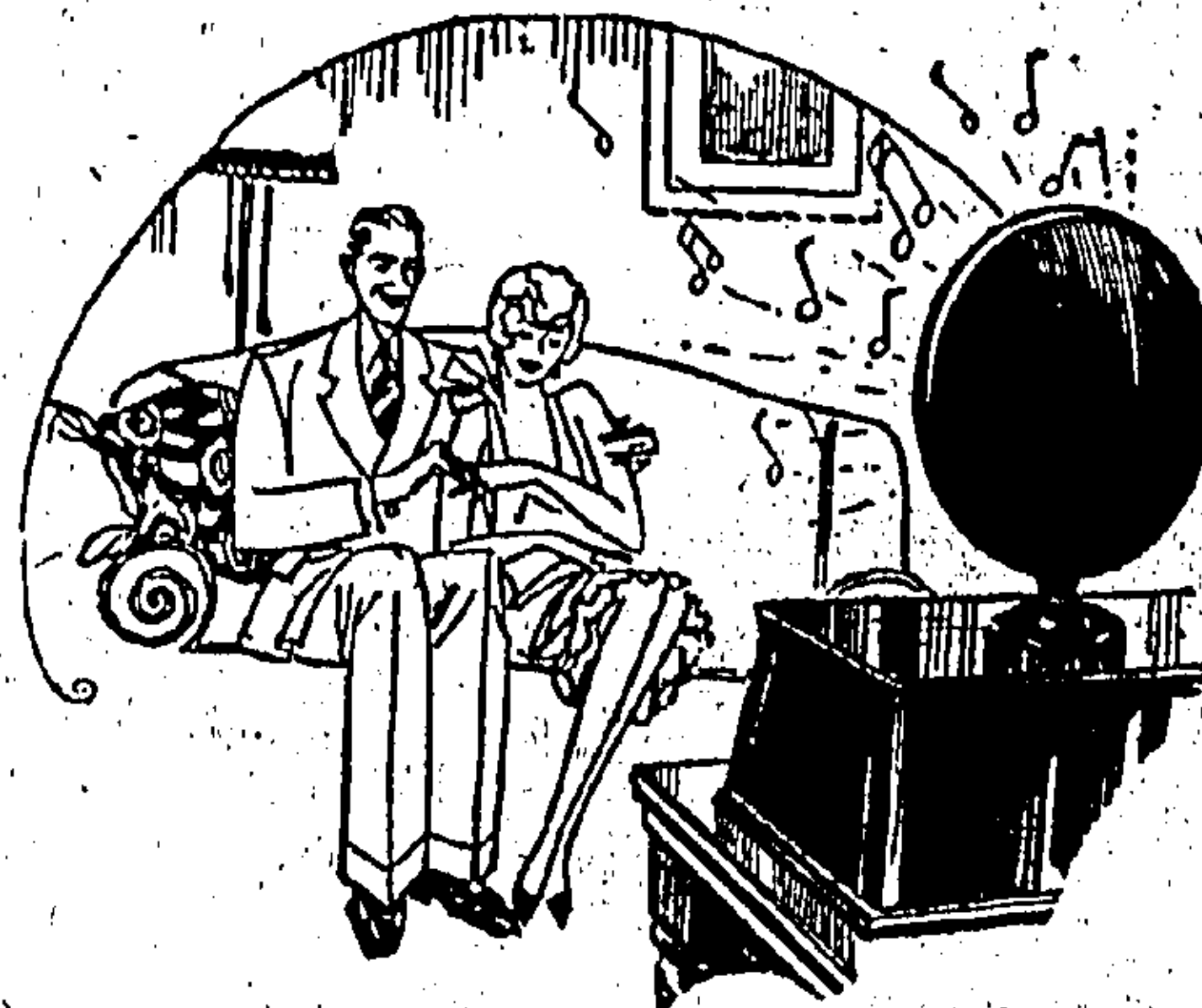
The caretaker, who is responsible for the hall, was seen, and he, too, complained. All the Chairman said was: "We can't have that. We want 'Long live the people!'" He promised that the cloth and the decorations should be restored; but the promise was not kept.

Indeed, at the end of the meeting, the Union Jack over the door was also pulled down.

displayed in the numerous other rooms.

In all, twelve hundred works of art are exhibited; one English private collection alone lent thirty pieces and the Amsterdam Reichsmuseum lent two rectangular vases which are valued for insurance purposes at nearly 400,000 marks. The exhibition is one of the most brilliant achievements for years of the organisers of exhibitions in the German capital. Thanks to the readiness to lend shown by European and American collectors the exhibition has become an artistic event of international importance. The variety of visitors accurately reflected the present visitors' traffic in Berlin—collectors and museum officials from abroad, a great number of Argentine scholars and students from the Cape Town University as well as representatives from nearly every country in the world. By Gunther Gerike.

"ZBW" — HONGKONG CALLING!



LISTEN IN ON A —

GECOPHONE

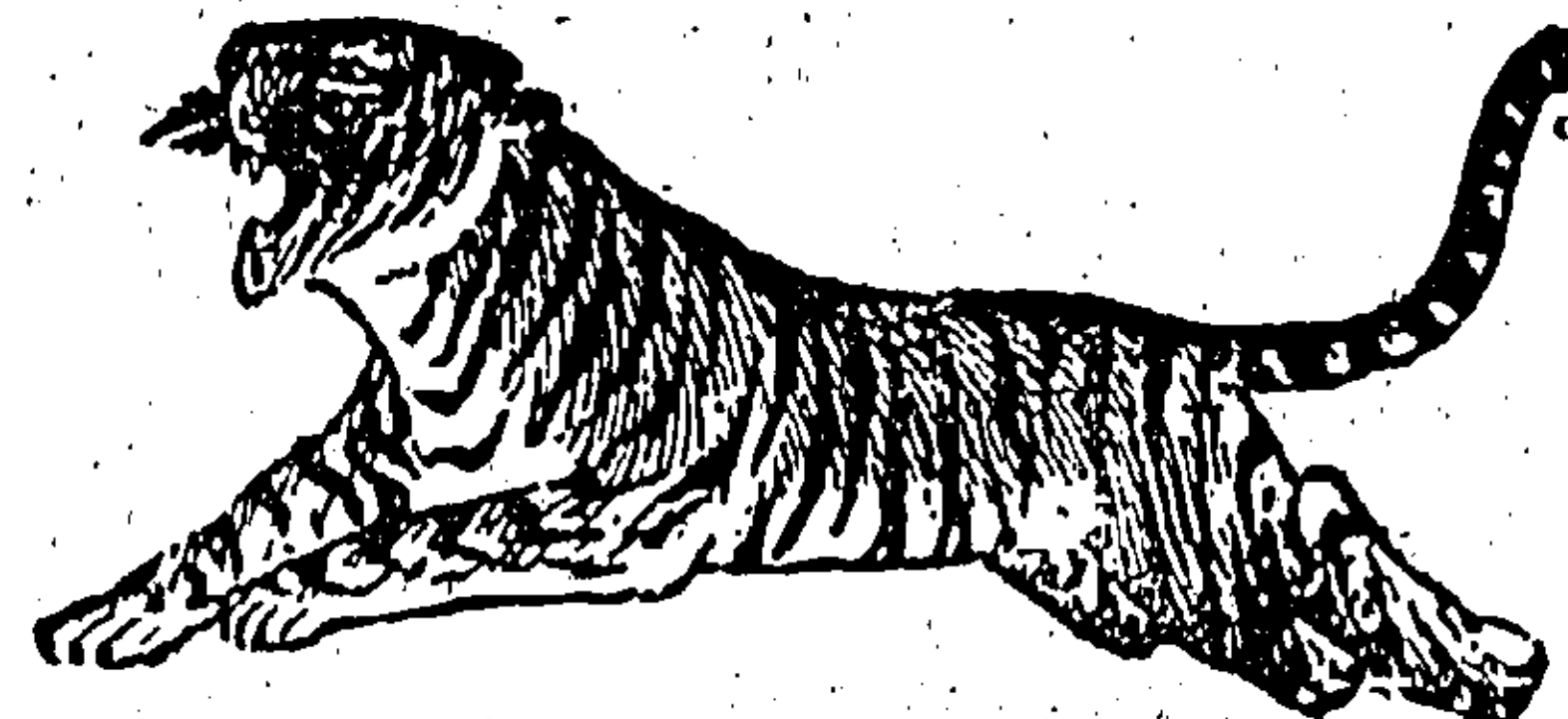
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REPRODUCER, COMPLETE WITH VALVES, HIGH
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Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation — **THE TIGER BALM**. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a MILLION POTS each year, testifies amply to its eminent value and efficiency.

**SO WHY NOT GIVE IT A TRIAL NOW AND GET
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Big Pots 60 cts each.
Small Pots 25 cts each.

Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles 'as of an old man', and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease — **FOR EVER**.

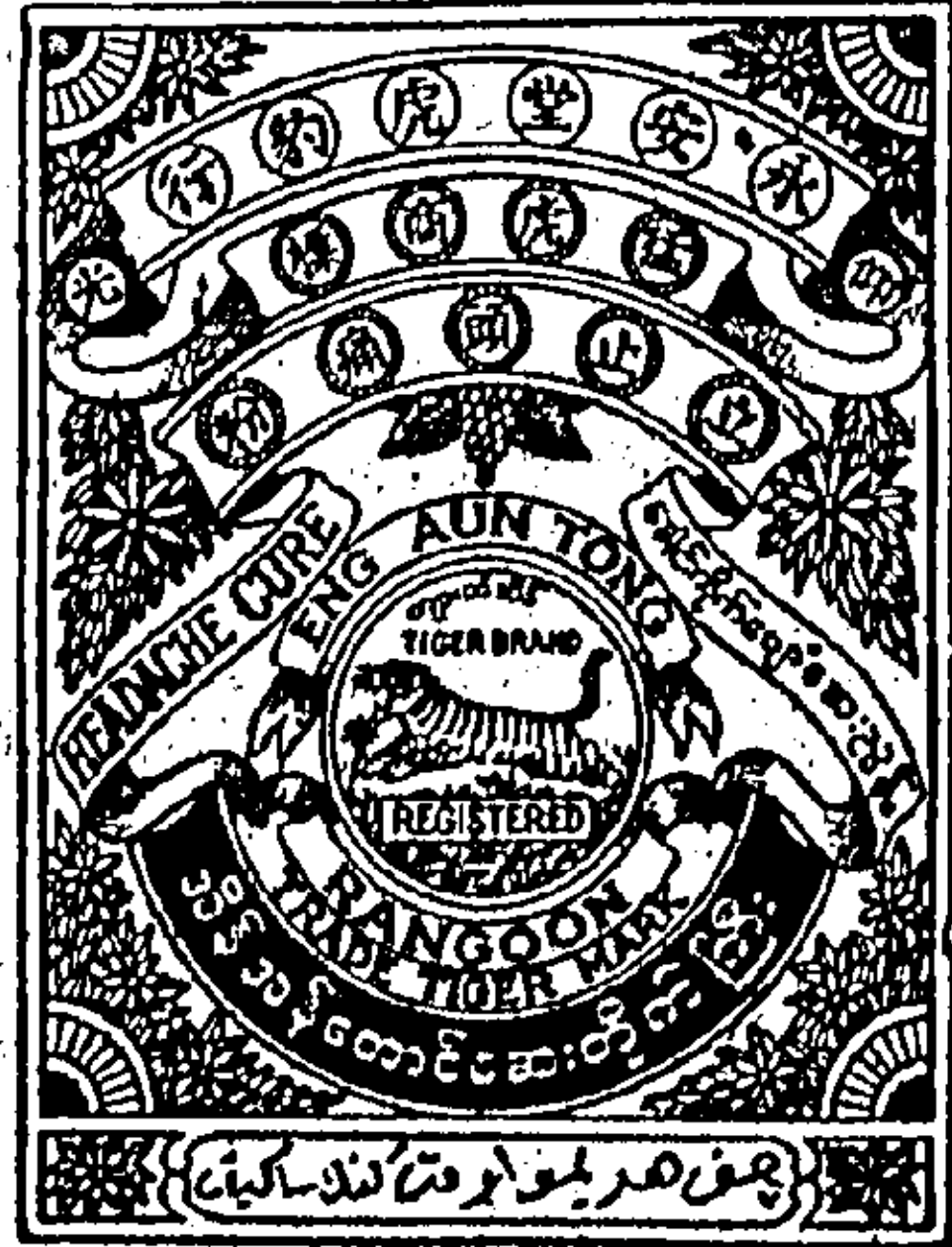
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A PACKET OF OUR "TIGER BRAND HEADACHE OURE"
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AFTER 25 YEARS' SERVICE.

OLD SERVANT OF HONGKONG HOTEL RETIRES.

PRESENTATIONS MADE

After service extending over a period of 25 years, Mr. Ramasamy Soonderam has just left the employment of the Hongkong Hotel, the occasion being marked by a series of presentations on the part of the Directors of the Hongkong and Shanghai Hotels, Ltd., and former colleagues of the recipient.

Mr. Soonderam, whose photograph appears in our Pictorial Supplement to-day, was born in Hongkong and educated at the old Government Central School under the headmastership of the late Dr. Frederick Stewart. In his earlier years, he was master at the Wanchai Government School, where he served for nearly 21 years, but ill-health compelled him to give up that post. Leaving the Government service, he took a position in the Chief Constructor's Department at the Naval Yard, and after remaining there for a year he accepted a post as clerk interpreter with the Royal Army Service Corps. Here he remained for three years, when the decision of the War Office to employ soldier clerks necessitated his retirement.

Joins the Hotel.

It was then that Mr. Soonderam joined the staff of the Hongkong Hotel as a reception clerk, a post which he has ever since held, with the exception of a brief period latterly at the Hotel Company's head office. In the position which he occupied at the Hotel, Mr. Soonderam came to be widely known, not only to local residents, but to regular visitors to the Colony, and on all hands he won much popularity by the courtesy and thoroughness with which he discharged his duties.

On the day of Mr. Soonderam's retirement from the service of the Hongkong and Shanghai Hotels, Ltd., an interesting little ceremony took place in the Company's Board Room, when, in the presence of Directors and a large gathering of staff members, a presentation ceremony took place.

Proud Record.

Mr. J. Scott Harston, Chairman of the Board, presided at the gathering, and, in the course of a speech, said the gathering marked the termination of an era in the affairs of one of the Company's staff comprising a record of which both he and the Company might be justly proud. When Mr. Soonderam finished his duties with the Company, he completed a period of 25 years' unbroken service, during the whole of which time he had unstintingly given of his best in his endeavour to forward the Company's interests.

Under those circumstances, said Mr. Scott Harston, the Directors considered that it was only right that arrangements should be made by them whereby Mr. Soonderam might receive from the Company due recognition of his good work for so long a period and be enabled to spend the remainder of his days unharrassed by business affairs, and free to enjoy his sunset years unfettered by worries concerning domestic finance. "I can give you my personal assurance," said Mr. Scott Harston, "that the arrangements the Board have made will successfully ensure that result."

Cheque and Address.

Mr. Scott Harston then handed Mr. Soonderam a cheque, together with an illuminated address from the Directors of the Company, and expressed on behalf of all present the earnest wish that the recipient might enjoy the best of health and prosperity in the days to come. The address recorded the Directors' keen appreciation and thanks in respect of Mr. Soonderam's 25 years' sterling and loyal service with the Company.

Mr. J. H. Taggart also spoke in most appreciative terms of Mr. Soonderam's continuous and loyal service; and, in reply, Mr. Soonderam expressed his heartfelt thanks for the gifts.

Mr. Soonderam was also made the recipient of another cheque and illuminated address from his former colleagues. This address stated that "Our congratulations on your completion of 25 years' service with our Company are blended with our regrets at your retirement, terminating our harmonious working relationship, and we most sincerely proffer our heartfelt wishes for all future happiness, good health and contentment."

Mr. Soonderam is, we understand, settling down in Hongkong, and, with his numerous friends, we trust that he may be spared many years to enjoy his well-earned retirement.

A portrait of Mr. Soonderam appears in our Pictorial Supplement.

"WOODBINE WILLIE" PASSES AWAY.

FAMOUS CHAPLAIN DIES FROM INFLUENZA.

TOMMIES' FRIEND.

London, Mar. 8. The death took place to-day at Liverpool of the Rev. Geoffrey Studdert Kennedy, popularly known as "Woodbine Willie." During the war, he acted as temporary Chaplain to the Forces in France, and he was given his famous nickname by the Tommies, to whom he endeared himself by his genuine sympathy and understanding, and his unfailing supply of cigarettes of the well-known "Woodbine" brand.

He gained the Military Cross in 1917 and after the war the King made him one of his Honorary Chaplains.

As a padre, he spoke to the soldier in a direct, manly way which made an instant and enduring appeal, and the helpful advice he gave to all who asked him made him popular with all ranks of the Army.

His postwar sermons, delivered without the slightest fear or favour, were often slashing attacks on modern social life. They were studied with fearful pungent slang of the streets and the trenches.

His war experiences filled him with a bitter hatred of militarism, and his sermons often had as their theme the need for peace.

"Woodbine Willie" was only 46 years of age. His death was due to influenza.—*British Wireless.*

"THE HARMONY TRIO."

BRIGHT ATTRACTION AT QUEEN'S.

A special added attraction will be offered to Queen's Theatre patrons during all performances from to-morrow to Saturday, one that should fill every seat in this commodious theatre for it is seldom that Hongkong audiences have the opportunity and pleasure of seeing such a varied entertainment, as will be given. Sam Ku West, Victor recording artist and radio entertainer, will make his first local appearance together with "The Harmony Trio" who are past masters of the ukulele and other stringed instruments.

A feature of the entertainment will be an item played at one and the same time on two steel guitars. Not by Sam Ku West himself. Not by the least among the artists is Miss Aida Kawakami, a clever and talented Japanese dancer who will be seen in a number of classical dances. The picture programme is also an excellent one, the chief film being "Skirts," Syd Chaplin's latest comedy made in England and played by an all-English cast. Altogether, a splendid evening's entertainment is promised, and, in view of this, crowded houses should be the rule during the season. A complete change of programme will be given on Tuesday and Thursday.

CHINA COAST OFFICERS.

LATEST PROMOTIONS AND TRANSFERS.

Captain A. Sinclair, from reserve, has gone master, Changwo.

Captain J. M. Bain, of the Changwo, is on reserve.

Captain F. R. G. Cuming, from reserve, has gone master, Hop-sang.

Mr. J. Rees, second officer, Fausang, has gone second officer, Fooshing.

Mr. L. H. Johnston, second officer, Fooshing, has gone second officer, Fausang.

Mr. D. B. Smith, second officer, Suwo, has gone acting chief officer, same ship.

Mr. H. T. Sawyer, from reserve, has gone extra second officer, Suwo.

Mr. E. J. A. Porter, from reserve, has gone chief officer, Yat-shing.

Mr. J. J. McLeavy, second officer, Loongwo, has gone acting chief officer, Mingsang.

Mr. L. T. C. Crawley, chief officer, Mingsang, has resigned.

Mr. C. Moore, second engineer officer, Mingsang, is on reserve.

Mr. R. M. Sangster, from reserve, has gone second engineer officer, Mingsang.

Mr. R. B. Symington, third engineer officer, Sangwo, has gone third engineer officer, Leesang.

Mr. J. Moalem, third engineer officer, Leesang, has gone to shore employment.—*Shipping and Engineering.*

HARWICH-ANTWERP SERVICE.

London, Mar. 8.

The London and North-Eastern Railway announce that a full normal service between Harwich and Antwerp will be resumed in both directions on Monday next.—*British Wireless.*

FIRST DAY OF THE PAY YOUR MONEY & FIFTH TEST.

HOBBS MAKES BRILLIANT CENTURY.

CLOSING ILL-FORTUNE.

The first day's play in the Fifth Test match at Melbourne went definitely in favour of England until the closing stages when Ryder had the good fortune to secure the wickets of both Hobbs and Tyldesley.

Hobbs made his first Test century of the present series, and the twelfth of his Test career. England were evidently risking nothing, for after the dismissal of the Surrey player, Duckworth was sent out with instructions to hold his end up.

At the close of play England had made 240 runs for four wickets, which represents a fairly sound position. Details:—

England—1st Innings. 142
Hobbs, lb.w. Ryder 142
D. R. Jardine, c. Oldfield, b. Wall 19
Hammond, c. Fairfax, b. Wall 38
Tyldesley, c. Hornibrook, b. Ryder 31
Duckworth, not out 3
Extras 7

Total (for 4 wickets) 240
Fall of wickets: 1 for 64 runs (Jardine), 2 for 146 (Hammond), 3 for 235 (Hobbs), 4 for 240 (Tyldesley).

WATCHMAN WINS HIS CASE.

CLAIM AGAINST SOCONY SUCCEEDS.

Narian Singh, formerly a watchman employed by the Standard Oil Company of New York, at its Laichikok premises, succeeded in the action brought against the Company for \$50, being \$25 one month's wages and a similar sum in lieu of notice.

Plaintiff alleged that he was wrongfully dismissed in January and was threatened with dismissal by Faja Singh, the No. 1 watchman if he did not pay \$12 "cumshaw."

The Puisse Judge (Mr. Justice Wood) who heard the case, decided that on the evidence there was no right summarily to dismiss the plaintiff, who entitled to be paid for the days he had worked in January and a month's wages in lieu of notice.

Judgment was accordingly given in favour of Narian Singh for \$33.75.

Mr. J. M. D'Almada Remedios was for the plaintiff and Mr. J. T. Prior defended.

ALLEGED COUSIN DISCLAIMED.

BRITISH STOWAWAYS FINED.

J. L. McLermott, of Melbourne, Australia, and J. McLermott, of Glasgow, were each fined \$50, or one month's hard labour, by Mr. T. B. Whyte, Smith, at the Kowloon Magistrate's Court this morning, for stowing away from Shanghai on board the Empress of Asia.

It is understood that the Melbourne man's parents have remitted the necessary funds for his expenses, but the father would have nothing to do with the Glasgow man, although the two claim to be cousins. In a cable, it is understood, J. L. McLermott's father said that his son had no cousin.



"Aw, go on home, you're always hanging around during busy hours."

NO MARK OF ORIGIN FOR RETAIL TEA.

SERIOUS DIFFICULTY.

London, Mar. 8. A victory for the opponents of the application is revealed by the report issued to-day by the Standing Committee of the Board of Trade under the Merchandise Marks Act, which recently considered an application by Empire tea-growers that each packet of tea exposed for sale should bear the mark of origin.

The Committee has recommended rejection of the application, the decision being based on the fact that the practical difficulties of marking each packet would be so serious that they cannot see any other course.

The Committee, however, desires to make it clear that it does not accept the contention of the opponents of the application that the public is apathetic as regards the origin of tea, and that that contention is, of itself, a good reason for refusing an order.

The Committee point out that even experts find it impossible to detect the presence of foreign tea when in blend.—*Reuter and British Wireless.*

WALTER SAVAGE LANDOR.

(Continued from Page 6.)

called her Euridice. Thou shalt behold that fairest and that fondest one hereafter."

Closer to the sympathies of most is the more simple and spontaneous exclamation: "We often hear that such or such a thing 'is not worth an old song.' Alas! how very few things are! What precious recollections do some of them awaken! What pleasurable tears do they excite?"

But even in his most informal strain Landor is not quite candidly, easy reading. He is an acquired taste. Yet his plea is that he is most rewarding—for those who have leisure and patience. A distinguished American, James Russell Lowell, who had both, said that "the balance of Landor's sentences, each so admirable in itself," somewhat "wearisome in continued reading." But Emerson (who, it must be confessed, had more leisure and patience than most of us today), avowed that "for twenty years" he had found the Imaginary Conversations "a sure resource in solitude," and he expressed his desire to record gratitude for Landor's "rich and ample page wherein we are always sure to find free and sustained thought... an experience to which nothing has occurred in vain, honour for every just and generous sentiment."

To command such homage as this from Emerson and to have inspired the eloquent verses of Swinburne should be honour enough for any man. Landor himself would have been indifferent toward his rank with the anthologists. Those who discover him for themselves will never be content with brief passages. They will rather dwell at length amid the wealth of his rich and ample pages.

P. K. in the *Christian Science Monitor.*

The Very Idea!

To satisfy the whim of Mr. Edsel Ford, son of Mr. Henry Ford, a Cotswold roof slater travelled from his home in Stow-on-the-Wold, Gloucestershire, to Detroit.

Mr. Edsel Ford wished to build a replica of a genuine Cotswold house in Detroit. He imported slates for the roof from the Cotswold country, but found that American workmen were unable to fix them in the proper manner. He therefore sent over to England for someone to supervise the work, and Mr. H. J. Gooding travelled to America in the *Leviathan*.

The placards displayed in the large department stores of America are sometimes amusing.

In one store was displayed—"Man was made from dust. Dust settles. Be a man."

A firm employing a large number of commercial travellers had a large number on the office wall—"The bee that gets the honey doesn't hang about the hive."

(Burglars recently took a bath before leaving the house they had visited.)

If he who is treading a criminal path To cleanliness willfully clings And always insists upon taking a bath (As well as more portable things),

'Twill discount his chances of getting away, His booty he'll collar in vain, For caught, on account of such foolish delay, He'll be in hot water again.

Dear Old Lady—"Will you please tell me if I have to renew my wireless licence?"

Post Office Clerk—"Has your old one expired?"

Dear Old Lady—"I can't find it anywhere, and I feel sure the B.B.C. have cut me off."

A Ghost Story.—One evening about a year and a half after the passing of my brother's wife, writes A. E. H., he and I were sitting in our chairs near the fire reading, when suddenly something made me look up, and I saw the shadowy form of my sister-in-law walk from the door, slither-in-law walk from the door, through the room, passing between my brother and me, until it was opposite to him. She then stood with her back to the fire and looked down intently at him. After waiting a moment or two, and receiving no response, just as suddenly as she appeared, so she vanished from the spot on which she stood.

I looked at my brother, but he had not noticed his wife's presence, and later on I found that about that time he was contemplating second marriage. I am glad to say it has proved a happy one.

Small Boy—"What did you do in the Great War, daddy?"

Father—"I nursed you while mother sold flaps."

"It was a baby car, so the obstruction was negligible."—A motorist fined at Willesden.

Young Wife at Tottenham: Our quarrels started from a few words we had when my husband tried to get his own supper and put desiccated coco-nut in his cocoa instead of sugar.

Mr. Marshall, the West London magistrate: There are limits even to a magistrate's credulity.

"I do not like the air in tube railways. There is influenza about and you are likely to get it down there. I like to sit near the door in omnibuses and get the purer air."—Dr. Waldo, the City of London Coroner.

Man at Fenge charged with using bad language: She said she would send for the police at 10 o'clock. I said: "Don't hurry; it is only a quarter to ten yet."

Willesden Magistrate: As people become elderly they incline towards stinginess.

EXCHANGE RATES.

	London, Mar. 8.
Paris	124.22½
Brussels	84.94½
Amsterdam	12.11½
Berlin	20.45
Copenhagen	34.52½
Vienna	102½
Helsingfors	108½
Lisbon	817½
Bucharest	47.11/82
Shanghai	2/6½
Yokohama	1/10.1/82
New York	4.86 5/82
Geneva	25.23
Stockholm	18.16
Oglo	18.19
Prague	183½
Madrid	93.10½
Athens	375
Elc.	5.29/82
Bombay	1/6.81/82
Hongkong	1/11½
Silver Sport & Forward	26.

—*British Wireless.*

POWELLS

10, Ice House Street.

A NEW LINE IN MOTOR COATS

just unpacked

at

\$25.00 each.

Less 10% Discount for Cash.

Made in two nice Shades of Brown Leather Cloth that will not crack or crease. They are wind proof as well as Rainproof.

QUEEN'S THEATRE

For One Week Only

Commencing

TO-MORROW

AT ALL PERFORMANCES

SAM KU WEST

"The Kreisler of the Guitar"

and

The Only Hawaiian Harpist

with

THE HARMONY TRIO

and

AIDA KAWAKAMI

Clever Japanese Dancer.

Increased Prices

The are Brandies and Brandies, but the Brandy is, of course,

EXSHAW'S

Ask for it once, and the boy will know that you know what is best.

CALDBECK MACGREGOR & Co., Ltd.

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5.30-TO-DAY-5.30

SPECIAL MATINEE

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SAMOAN DANCERS

Prices \$2 and \$1

Children Half Price

AT THE STAR THEATRE

DAIRY FARM NEWS

REDUCED PRICES

FOR

LOCAL MEATS

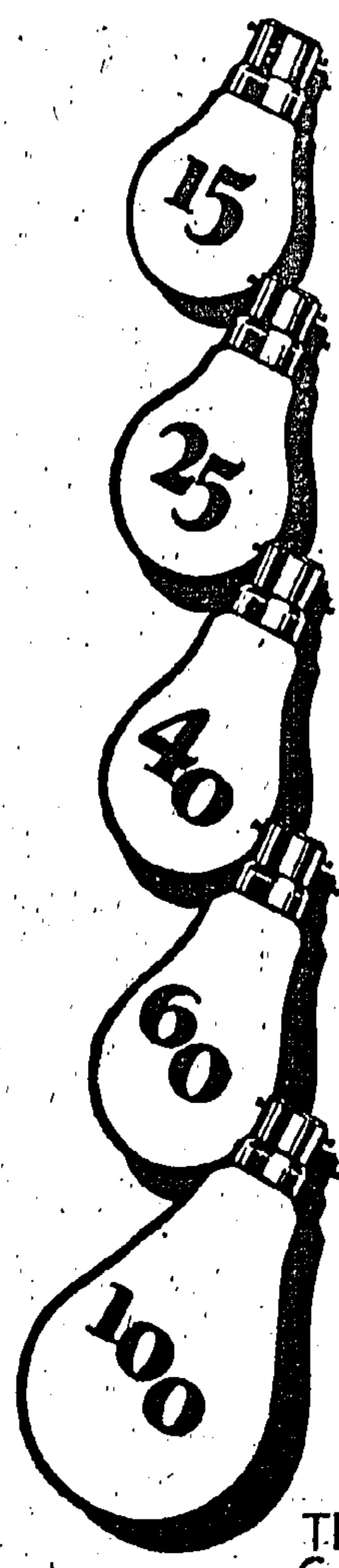
From 1st March

REVISED PRICE LISTS

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The Dairy Farm Ice & Cold Storage Co., Ltd.

Sincere's
SALENOW
IN PROGRESSDON'T WAIT UNTIL
YOU HAVE MISSEDTHE BEST SALE
IN TOWN.Osram
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PEARL LAMPS

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SIMPLIFIED LINE

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FOR
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SERVICE

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GENERAL ELECTRIC CO.OF CHINA LTD.,
Queen's Buildings,
Hoi Kiang.

Telephone Central 518.

The letters "G.E.C." are your
Guarantee of British Manufacture

THE WORLD OF SPORT

THIS AFTERNOON'S
RACING.GOOD CLASS CONTENDERS
TO BE SEEN.

"RINGTAILS" TIPS.

Some first-class ponies will be out at the first Extra Race Meeting which is to be held at the "Valley" this afternoon.

An attractive list of events has been compiled and with the help of the official handicappers the sport generally should be up to a high standard, and some very excellent racing result.

Liberal entries have been received and appearances indicate that fields will be on the large size in almost every event. Selections by "Ringtail" are:

1st Race.
1 Christmas Chimes
2 Chesapeake Bay
3 Eve Selected.

2nd Race.
1 Cream Cracker
2 Sunshine.
3 Pumpkin

3rd Race.

1 Fifty Fifty
2 The Jamaica
3 Blue World

4th Race.

1 Winsome Stag
2 Coos Bay
3 Majestic Hall

5th Race.

1 Papaya or Pumpkin
2 The Jungle Book
3 Sling River

6th Race.

1 Imperial Hall
2 Frenchman's Bay
3 Duke of Melrose

7th Race.

1 Monk.
2 Nookhall
3 Birthday Eve

8th Race.

1 Blue World
2 Brigade Call
3 The Phœnix

9th Race.

1 New Year's Eve
2 Young Pretender
3 One Third

TENNIS TOURNAMENT.

HONDA AND RUMJAHN SHOW
GREAT FORM.

There were several interesting matches decided at the Hongkong Cricket Club ground yesterday, the champion and the runner-up of last year, Honda and S. A. Rumjahn being engaged. In addition, M. W. Lo met H. Yoshida in the second round of the open championship.

Rumjahn was hardly extended by W. C. Hung and won in straight sets. Honda did likewise, but the third set went to twenty-two games before his opponent, J. Barrow, was eliminated.

The game between Lo and Yoshida attracted the biggest crowd. Lo had matters his own way in the first and second sets, which he won by 6-0, 6-2. In the third set, Yoshida, despite a lead of five games to two, allowed Lo to draw level at eight games all and eventually to emerge a winner at 12 games to 10. There were many long duels in this set, in which Yoshida came through as brilliantly as Lo.

The full results of yesterday's matches are given below:

Open Singles: T. Honda beat J. Barrow 6-1, 6-2, 12-10. H. W. Lo beat H. Yoshida 6-0, 6-2, 12-10. S. A. Rumjahn beat W. C. Hung 7-5, 6-1, 6-0.

Handicap Singles: G. W. Sewell (own 15/1) beat R. K. Valentino (rec. 1/6) 6-3, 6-1.

Handicap Doubles: H. V. Parker and L. A. R. Duncan (Scr.) beat E. R. and T. J. Price (rec. 15) 4-6, 6-4, 6-3. G. N. de Man and C. Sington (rec. 4/10) beat E. J. B. Mitchell and G. R. Horridge (rec. 3/6) 6-4, 4-6, 6-4. A. H. Penn and A. C. I. Bowker (rec. 15) beat J. L. Bonnar and V. W. L. Stanion (rec. 3/6) 6-4, 8-6.

LOCAL HOCKEY.

Playing at King's Park yesterday afternoon the K.R.S.F.A. were defeated by H.M.S. Suffolk by five goals to three.

The preliminary trial of Li Yuen, charged with committing an armed robbery in the surgery of a native doctor at No. 53 Jervois Street, on Chinese New Year's Eve, concluded before Mr. E. W. Hamilton at the Central Magistracy yesterday. The accused was committed for trial at the Criminal Sessions.

RUGBY FOOTBALL.

THE CLUB DEFEAT H.M.S. SUFFOLK.

On Thursday evening, the Club met and defeated a team from H. M. S. Suffolk at Happy Valley by eight points (a goal and a try) to three points (a try), the result of a very even contest.

The Club were weakened by the absence of their best outside, Wales and Stannion, and as a result the standard of play, apart from the pack, was poor. Many opportunities were made and thrown away by both sides, due to inaccurate passing amongst the outsiders, the Club being conspicuous offenders.

From the kick-off the Navy took the ball to the Club's twenty-five and, but for a forward pass, would probably have opened the scoring. A relieving kick, however, took the Club to the half-way line and from there the forwards carried the ball to the Navy's twenty-five where play remained almost until half time. Bonnar, playing his usual game, gave his outsiders innumerable opportunities but they proved incapable of reaching their opponents' line. With the Club still pressing the whistle blew for half time, no score being registered by either side and the play so far having gone in favour of the home team.

Both sides seemed to have benefited by the interval and play was of a much brighter nature in the second half. Shortly after resuming both full-backs indulged in a long bout of long and inaccurate kicking, resulting eventually in a free kick to the Navy, the Club forwards being off-side. Several good passing movements on the part of the Suffolk followed often leaving them with the full-back alone to beat, but Walkinshaw with sound tackling throughout provided the proverbial thorn.

Play was very steady for the next ten minutes, until West stampeded from the half-way line to the Navy's twenty-five before sending the ball into touch. The Club succeeded in heeling the ball from the scrummage following the line out, and Bonnar with a clever reverse pass lunged it to the Plummer who carried it across the line. Scott converted with a kick which from in front of the posts did not appear to have been successful, though neither of the linesmen appeared in any doubt. Ten minutes later Scott, hitherto starved by bad passing, broke away to score close to the posts. It was a great solo effort and was due entirely to his liberality with the dummy. Had he failed, however, he would have been guilty of a heinous rigger crime. When confronted by the full-back alone he took the responsibility upon himself instead of passing to his unmarked wing three-quarter. West failed an easy kick after the referee had disallowed the charge. From this point onwards play went in favour of the Suffolk, a sound three-quarter movement taking them close to the Club's goal line where a series of scrummages took place from which they almost invariably secured the ball. The Club defence at this time was really good, Bonnar, Walkinshaw and Plummer always to the fore—though on two occasions the Navy might easily have scored but for faulty passes.

Two minutes before the end, however, Dickell touched down for the Navy, the try being the result of a scrummage on the Club line. The final score was consistent with the run of the game, the Club always being slightly in the ascendant. Both packs worked hard, Akhurst and West doing well for the Club. Time and energy were wasted in the scrummages, due chiefly to the hookers having their feet forward before the ball had entered. A thought from these two gentlemen would result in a much better and faster game. The Suffolk's fly-half was the only outstanding outside on the field and was often called upon to play a lone hand.

Result: Club, 8 points. H. M. S. Suffolk, 3 points. "Stryx."

CRICKET.

MATCH ON THE HONGKONG C. C. GROUND.

There will be a match on the Hongkong C. C. ground today between Hancock's XI and Hayward's XI, the teams being:

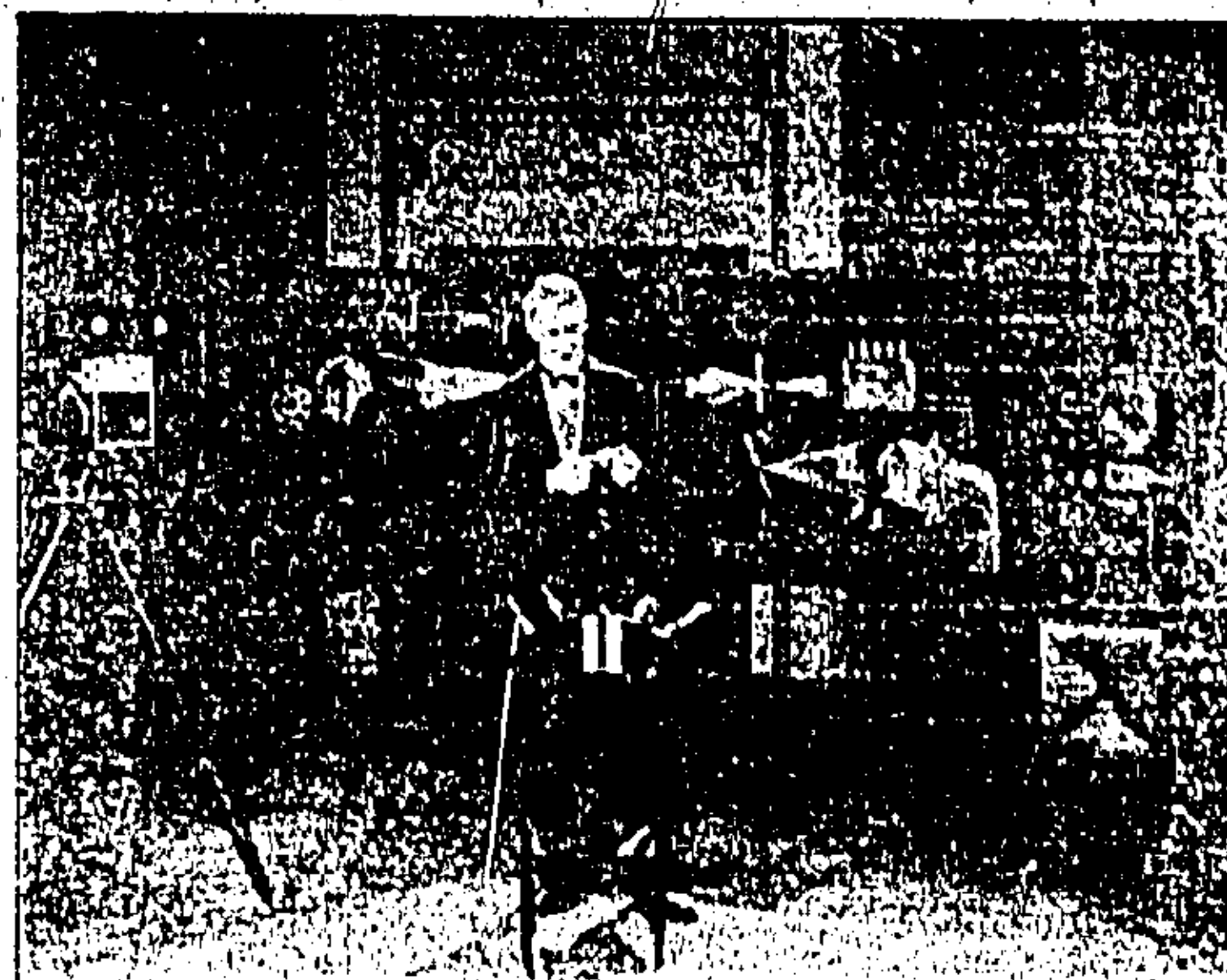
Hancock's XI—H. R. B. Hancock (Capt.), A. C. I. Bowker, L. A. R. Duncan, Capt. A. G. Dobble, L. Mel-some, E. J. B. Mitchell, Dr. North, Rev. E. K. Quick, V. W. L. Stanion, J. A. Summers and W. K. Tait.

Hayward's XI—A. W. Hayward (Capt.), Comdr. F. C. Baker, J. L. Bonnar, G. E. R. Divett, R. H. Dowler, E. R. Duckitt, O. Moor, H. Owen Hughes, A. Reid, B. Stock and E. R. West.

Chinese R. C. v. Kowloon C. C. The friendly match between the Kowloon C. C. and the Chinese R. C. arranged for the latter's ground this afternoon, has been cancelled.

Volunteers v. Combined League. The following will represent the Volunteers against the Combined League in an all day match on the Kowloon Cricket Club ground on Sunday, commencing 11 a.m. sharp—E. J. B. Mitchell (Capt.), H. Owen Hughes, A. W. Hayward, O. Moor, E. C. Fincher, C. D. Wales, J. L. Bonnar, A. Reid, G. E. R. Divett, F. Zimmers, W. Hunt.

THE TALKING MOVIES.



Above is seen Professor C. H. Robertson, of the Lecture Department of the Y.M.C.A., demonstrating talking movies. He is to give a series of demonstrations at the Chinese Y.M.C.A., starting to-day.

BASEBALL

HONOLULU CHINESE TO PLAY
ON SUNDAY.

The Hongkong Baseball Association have succeeded in arranging a baseball game between the champions of the Asiatic fleet and the Honolulu Chinese and Hongkong Chinese combined. The game will be staged on Caroline Hill on Sunday. No admission will be charged.

Several of the Honolulu players have left, but the infield players and the main battery remain intact, and a very lively and close game is anticipated.

All those interested in baseball will have the opportunity of watching some star players perform. Yau Chung, the Chinese pitching ace from Honolulu and the brilliant little catcher, Wah Han, will form the main battery for the Chinese.

Besides the six members of the Honolulu team, the Chinese team will have the following to pick from: W. Sling, R. Shim, T. Chinn, Chien Kee, Choy Ping-fun, Leung Yuk-long, K. F. June, Victor Wong, and Chang Blu.

With the crowd of American sailors present to root for their team, the game promises to be lively.

LETTER GOLF
SOLUTION.

Here is the solution to the puzzle on another page.
SHORT, SPORT, SPURT,
SPURS, SOURS, HOURS.

CINEMA ATTRACTION.

FAMOUS FRENCH CLOWNS
IN "KIKI."

France's most famous clowns, the three Fratellini brothers, are impersonated in "Kiki," Norma Talmadge's latest First National starring vehicle produced by Joseph M. Schenck, now showing at the Majesty Theatre, Kowloon.

The idea of having the unique funmakers in the theatre scenes of the picture, adapted from the Belasco stage success, was suggested by Miss Talmadge, who saw the Fratellini brothers when she was in Europe.

One of the clowns has a pair of shoes nearly four feet long, another wears an oversize coat and a pair of pants which require a shoehorn to get into, and the third appears in a facial makeup which is as familiar to Frenchmen as Harry Langdon's is to Americans.

Directed by Clarence Brown, "Kiki" was made under the general management of John W. Considine, Jr., and has a supporting cast including Ronald Colman, Gertrude Astor, Marc MacDermott, Frankie Arthur, William Orlamond, Frankie Darro, Erwin Connelly and Mack Swain, for making garments.

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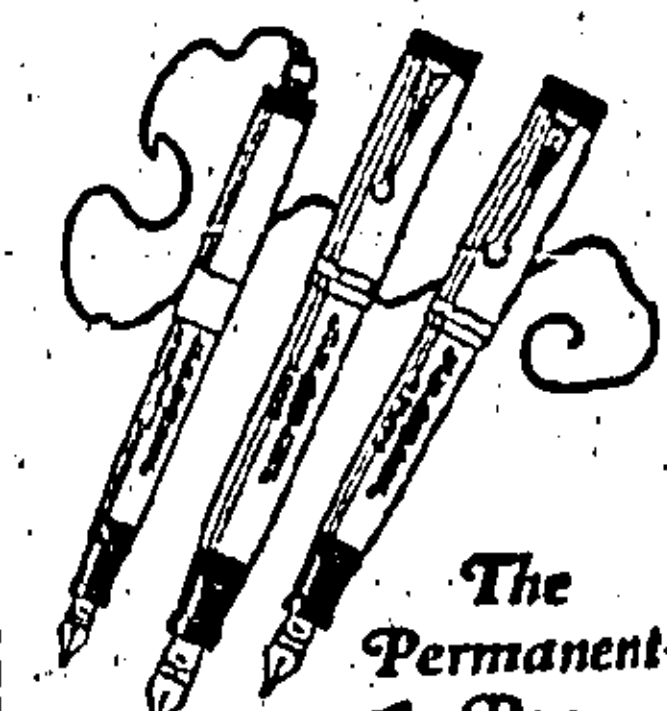
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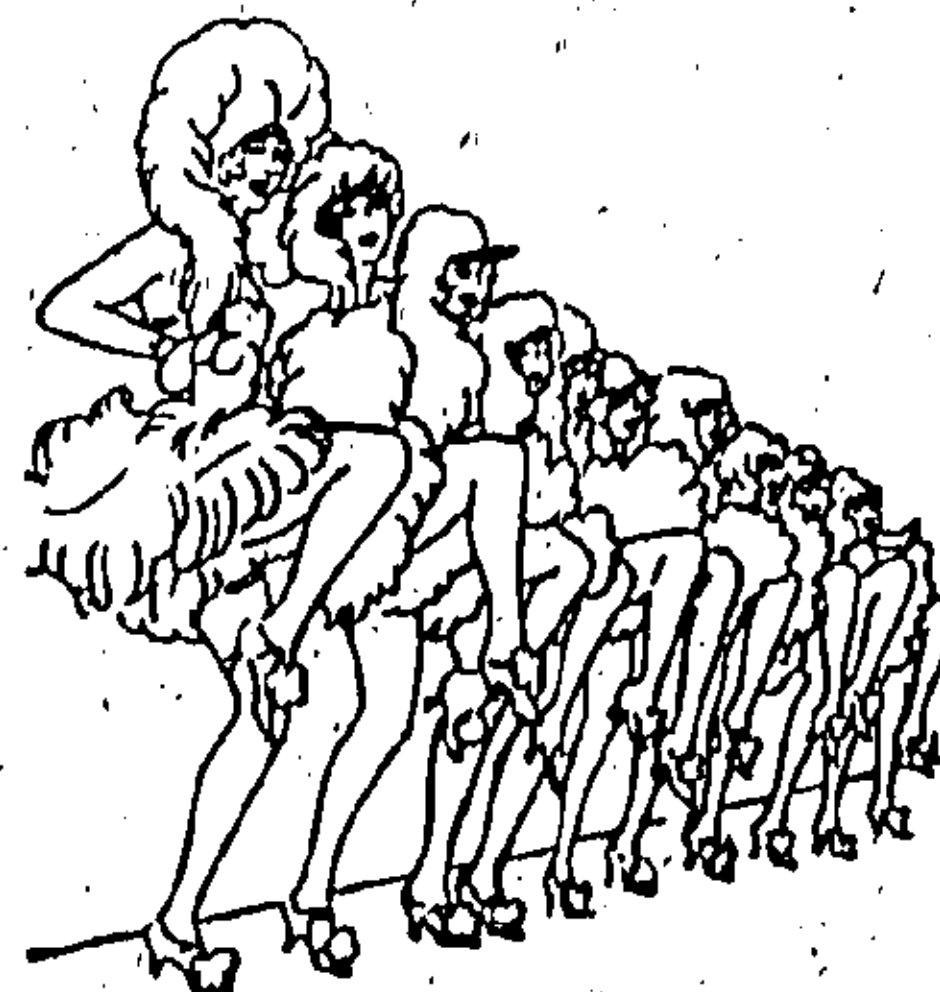


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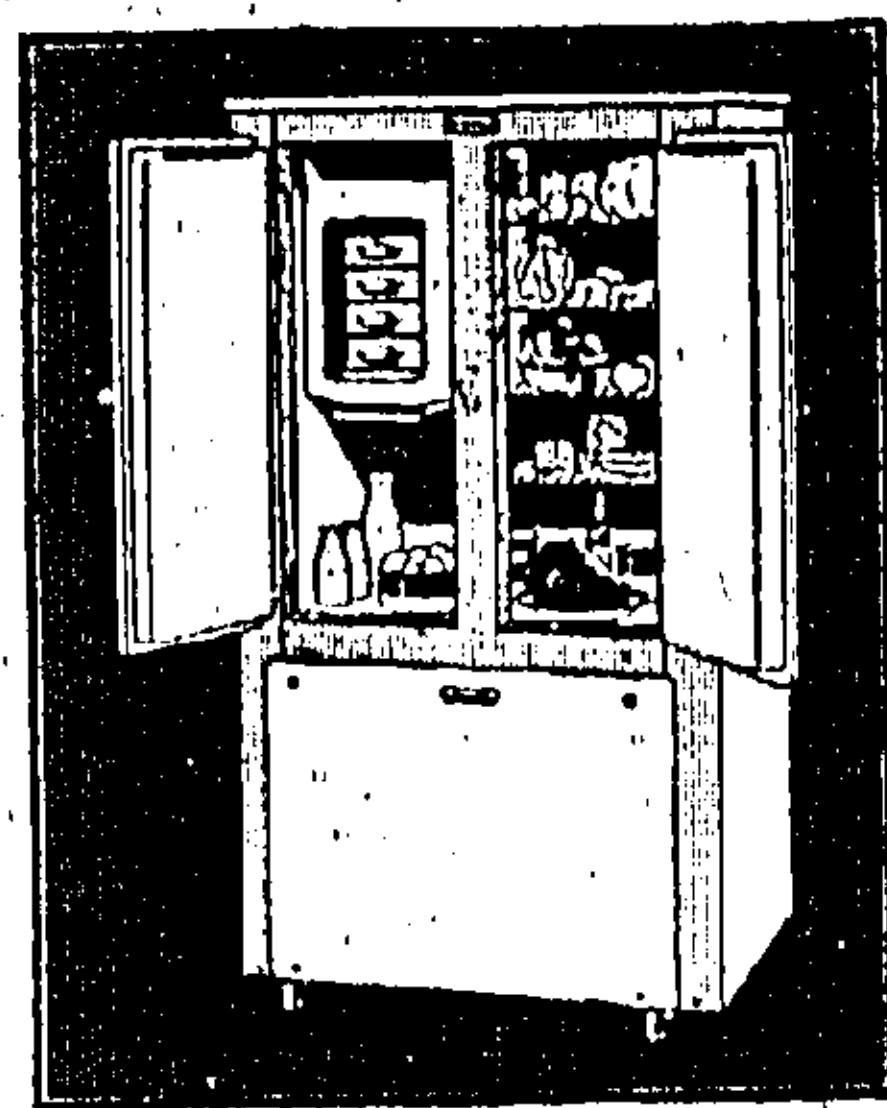
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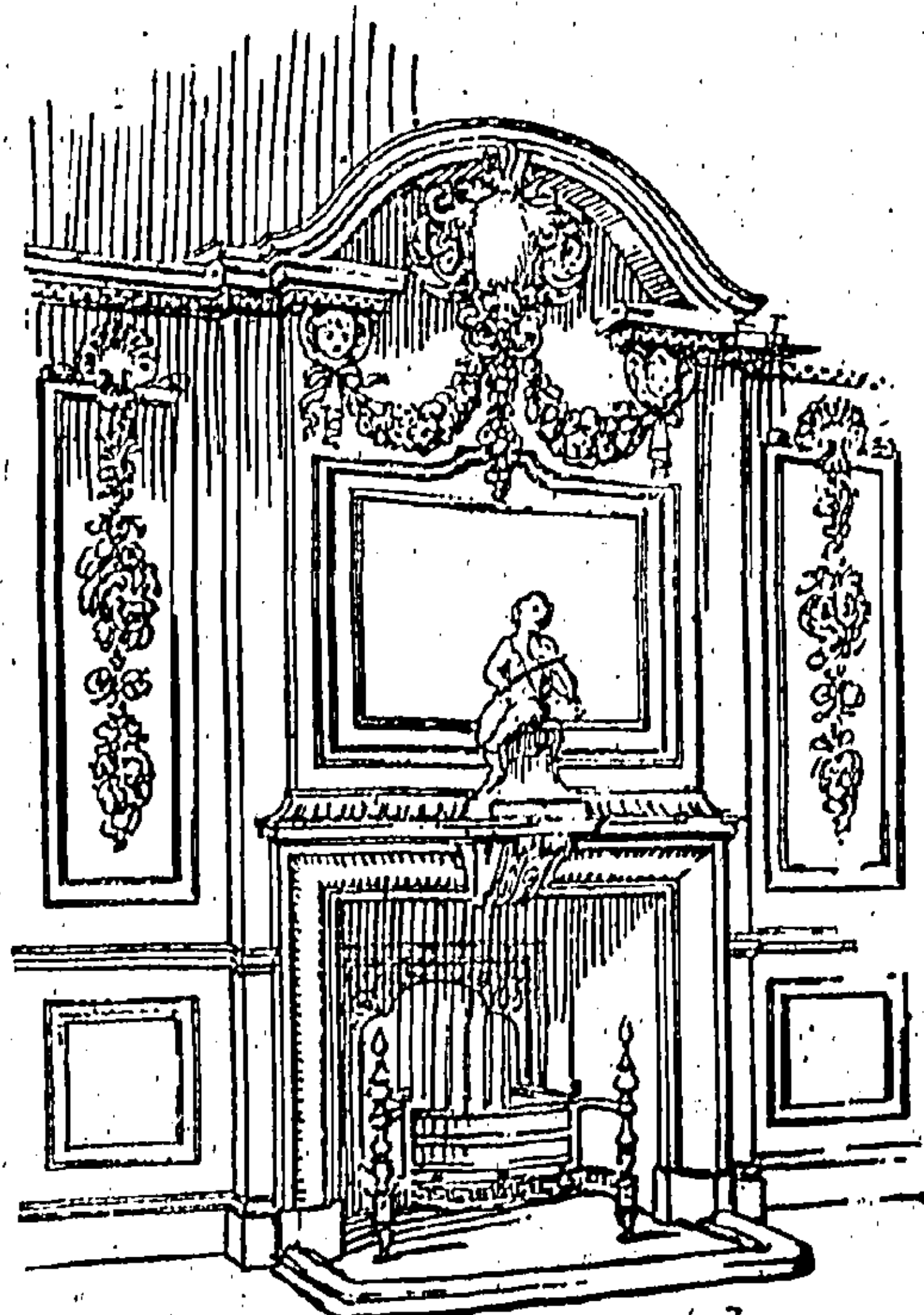
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SHANGHAI.

A WORLD TIME SYSTEM

(By Professor Max Diersche, of Hamburg.)

The recent flight of the German airship "Graf Zeppelin" across the Atlantic in the direction from east to west has reminded all those who watched its progress from hour to hour with the aid of the wireless reports, issued at frequent intervals, of the fact that, in consequence of the earth's revolution around the sun, there is a great deal of difference in time in the various countries of the world according to their more easterly or more westerly position. Owing to this difference, it has now become customary to quote the meridian lines concerned when statements as to local time are made.

On April 1, 1893 the so-called Mid-European Time was introduced throughout the countries of Central Europe, i.e., the time corresponding to the fifteenth degree east of Greenwich was adopted as the standard time in the whole area covered by these countries. It is exactly one hour ahead of West European Time or Greenwich Time, which corresponds to the zero meridian passing through the observatory at Greenwich and which serves as the basis of the present World Time System. The difference of one hour for the intervening fifteen degrees of longitude is due to the rate of speed at which the earth rotates around its own axis. This rotation takes place within twenty-four hours, and as the earth's surface is intersected by 60 degrees of longitude, it follows that the time difference between any two successive degrees is exactly four minutes.

Twenty-four Zones.

According to the World Time System already referred to, the surface of the earth will be divided into twenty-four zones each of which is to have its own standard time. In most (but not in all) cases the various times will differ from Greenwich Time by an integral number of hours. The following list gives an approximate idea of some of the principal zones under the new arrangement:

A. West of the area covered by West European Time.

Standard Time for 15° west: 1 hour behind Greenwich (Iceland, Madeira).

Standard Time for 30° west: 2 hours behind Greenwich Time (Azores, Cape Verde Islands).

Standard Time for 45° west: 3 hours behind Greenwich Time (Eastern Brazil).

Atlantic Time (A.T.) for 60° west: 4 hours behind G.T. (Nova Scotia, New Brunswick, Central Brazil, the Argentine Republic).

Eastern Time (E.T.) for 75° west: 5 hours behind G.T. (Quebec, New York, Boston, Philadelphia, Peru, Chile).

Central Time (C.T.) for 90° west: 6 hours behind G.T. (Central Canada and Central parts of U.S.A.).

Mountain Time (M.T.) for 105° west: 7 hours behind G.T. (Denver).

Pacific Time (P.T.) for 120° west: 8 hours behind G.T. (San Francisco).

Alaska (Yukon) Time for 135° west: 9 hours behind G.T. (Alaska).

On the American Continent there are therefore six different zones following upon one another in the direction from east to west, the respective times differing from Greenwich Time by from four to nine hours.

B. East of the area covered by West European Time.

Mid-European Time, already referred to.

East European Time for 30° east: 2 hours ahead of G.T. (Petersburg-Leningrad).

Indian Time for 82°30' east: 5½ hours behind of G.T. (British India, Ceylon).

Philippine Time for 120° east: 8 hours ahead of G.T. (the Philippines, Borneo, Western Australia).

Japanese Standard Time for 135° east: 9 hours ahead of G.T. (Japan, Korea).

Guam Time for 142°30' east: 9½ hours ahead of G.T. (the Marianne Islands, Northern Territory, South Australia).

Standard Time for 150° east: 10 hours ahead of G.T. (Bismarck Archipelago, New Guinea, Queensland, New South Wales).

Standard Time for 172°30' east: 11½ hours ahead of G.T. (New Zealand).

With the aid of the preceding list it is quite easy to convert the various times into one another. Care, however, must be taken to remember whether any particular zone is located west or east of the zero meridian (i.e., Greenwich).

If, for instance, any of these times is to be converted into German Time (i.e., Mid-European Time), allowance must be made for the hour's difference between M. E. Time and W. E. Time. In the case of countries located west of Greenwich, this extra hour must be added to the figures given above, whereas in that of countries located east of Germany, it must be subtracted from them. Thus, for instance, New York

Time is 5 hours behind Greenwich Time, but 6 hours behind German Time. On the other hand, Japanese Standard Time—whilst being 9 hours ahead of Greenwich Time—is only 8 hours ahead of German Time. These few examples must suffice to show how the various times according to the World Time System can be converted into one another without much difficulty, provided that we know the locality concerned.

Special clocks and watches have already been constructed in Hamburg in connection with the above system. These enable anybody to see at a glance—or else after some very simple adjustment—the actual time at any place on the surface of the earth. This is made possible by providing these timepieces with several hands moving at set intervals from each other, each of the latter being designated with the name of the particular zone to which it applies. In this way it is easily possible to see at once what time it is, say, in South America at any given moment for which, say, the Far Eastern equivalent is known. Apart from these clocks and watches, time charts have been designed in such a manner as to show the exact time in any part of the world by means of a simple adjusting device. These time charts have been published by the Deutsch-Atlantische Telegraphengesellschaft, of Berlin. They will be found useful whenever it is intended to eliminate the differences in time throughout the world due to astronomical facts.

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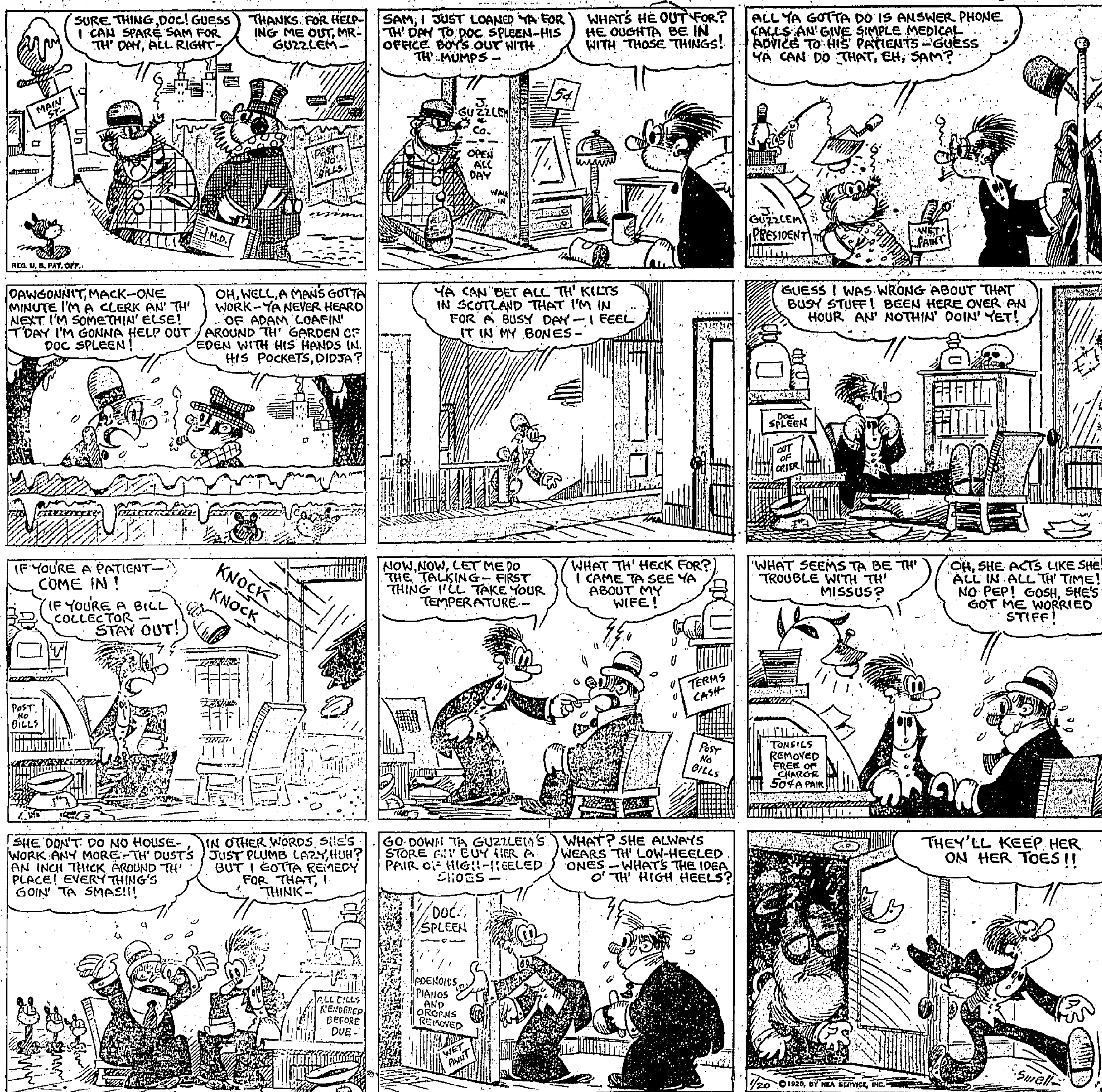
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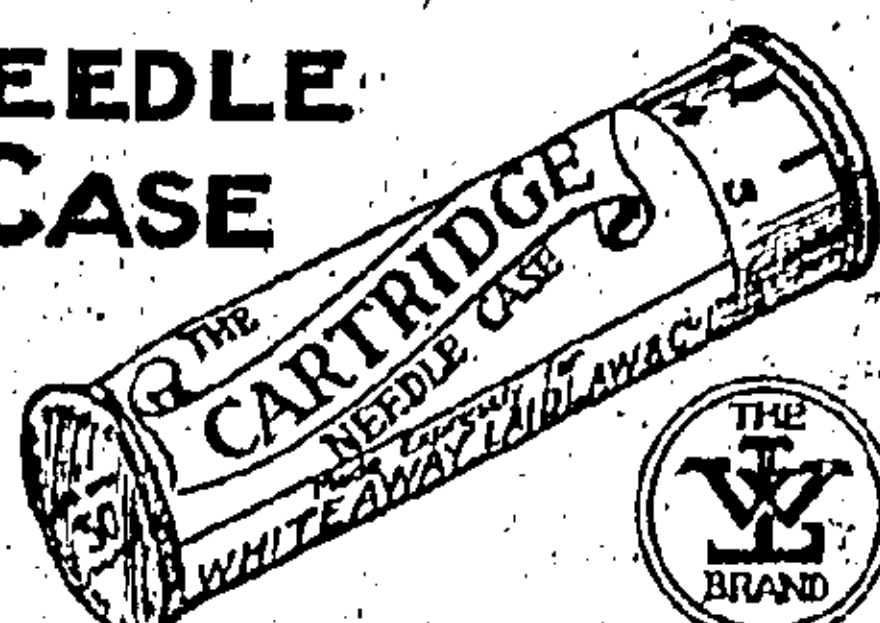


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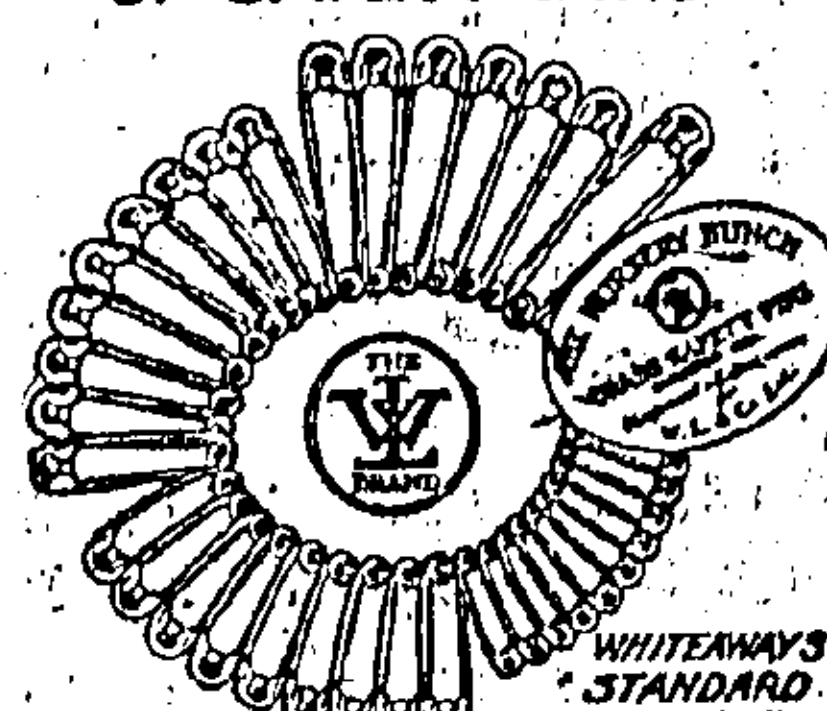


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EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug 21	Aug 24	Aug 27	Aug 29	Sept. 9
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21

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WILL MERTON DIS- TRAIN ON MAGDALEN.

OXFORD CLAIM UNDER 400-
YEAR-OLD DEED.

A piquant situation has arisen between two Oxford Colleges.

The question to be determined is whether Merton College will dis-train on some property at Chal-grove, Oxfordshire, belonging to Magdalen College, on account of some feudal dues which Merton alleges are owing by Magdalen.

Four hundred years ago an agreement was made between the two colleges by which, in return for a license enabling them to acquire certain lands in Chal-grove, Magdalen undertook for all time on the election of a new president to do fealty for the lands and to pay the sum of 16s. 8d. to Merton.

And recently Professor George Gordon, of Merton College, was elected president of Magdalen.

It is doubtful whether the president has ever been called upon to swear fealty, but for four centuries the payment of the 16s. 8d. has been made punctually and without demur.

Merton College has again claimed the money, but the claim has been refused on the ground that the payment belongs to a class of feudal dues which was abolished by an Act of 1660.

The old agreement, made in 1517, gives Merton the right to distrain on the Chal-grove property if the payment is more than a month overdue.

Some members of the college believe this course will be adopted, and that the bailiffs will be put in. Others hold that the dispute will be submitted to the arbitration of a legal authority.

Mr. Oswald Morgan, one of the best-known figures in South Wales Rugby football circles, was recently found dead at Llanelli.

NAVY ESTIMATES.

NEARLY ONE AND A HALF
MILLIONS LESS.

London, Mar. 8.
The Navy estimates are £55,865,000, being a reduction of £1,435,000 compared with 1928.

Mr. Bridgeman, in a statement accompanying the Navy estimates, points out that a reduction has been made although the strength of the fleet and the fleet air arm are not diminished.

The sum of £8,621,000 was voted for new construction, £1,008,000 less than in 1928. The main reason for this smaller provision is the cancellation of three cruisers from the 1927-28 programmes.

The vote for the fleet air arm is increased by £220,000, mainly to meet the cost of two further flights for the aircraft carrier Glorious.

Reduced Personnel.
The personnel would be reduced in 1929 by 3,000, compared with 4,000 in 1928.

Sir Charles Madden, due to retire in July, has consented to prolong his term of office as First Sea Lord until a more convenient date.

The programme for 1929 provides for commencing the construction of 3 cruisers, one flotilla leader, 8 destroyers, 6 submarines and 6 sloops. Though piracy continues rise in the China seas, the situation is less exacting from the naval viewpoint.

Singapore Base.
Additional provision for work on the Singapore base is responsible for a small increase. This work in the past has made a small demand on Navy votes in consequence of generous contributions by New Zealand, Malaya and Hongkong, but in 1929 the expenditure will exceed the naval share of the contributions, still in the course of payment, by £200,000.

Now that the main engineering contract has been placed, the cost of the Navy votes will largely increase in the next few years, unless additional contributions are forthcoming from the Empire.

Three Main Objects.
The policy had been to effect economies in the maintenance

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GENERAL AVERAGE
S/S "BESSA."

The above steamer having been aground off Lisbon in November last, Consignees of cargo by her are hereby notified that a General Average has been declared and are requested to sign General Average Bond and to pay a deposit of 50% of the market value of their consignments before Bills of Lading will be countersigned for delivery.

The apparently sound cargo ex the S/S "BESSA" is expected to arrive here by the S/S "TAIFUN" on or about the 10th March.

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As Agents.

charges in order to offset expenditure.

There were three main objects, (1) Advancement of the new construction programme, (2) the Singapore base, and (3) gradual expansion of the fleet air arm. In the absence of any disturbing feature, the general naval position justified the spreading over a long period of the fulfilment of many important naval requirements. In conformity with this policy, a reduction was proposed under every vote for the effective services.

Use of Aircraft.
The employment of aircraft with the fleet was steadily progressing. The number of hours flown from aircraft carriers had increased by 73 per cent.

An organisation had been established in conjunction with the Board of Trade, to extend all over the world the system of warning merchant ships of dangers in lights, buoys or any changes of navigation, by utilising the wireless stations in British territory everywhere.—*Reuter.*

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"CITY OF DELHI" ... London, Rotterdam, Amsterdam & Hamburg ... 9th May

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg ... 10th June

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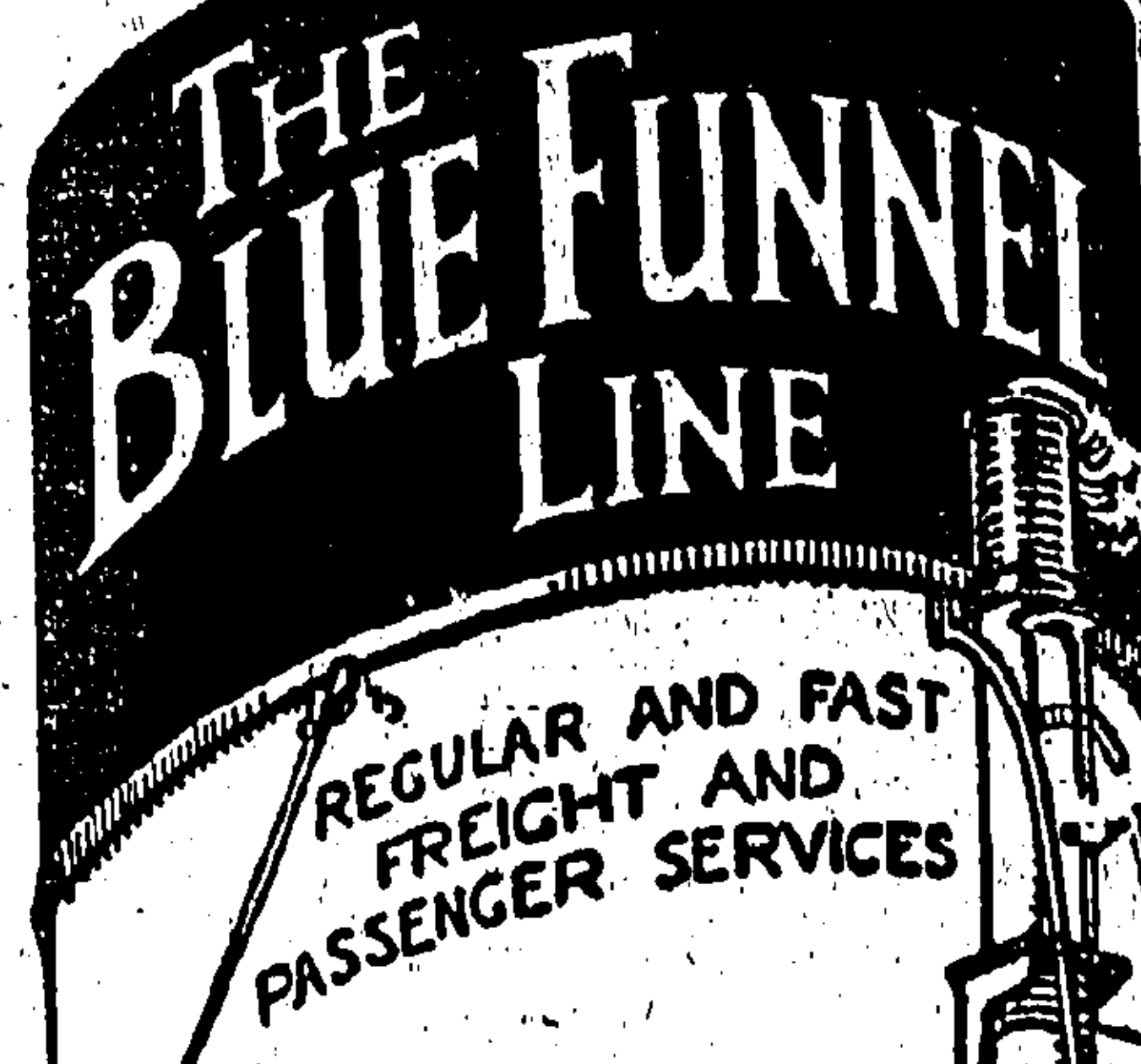
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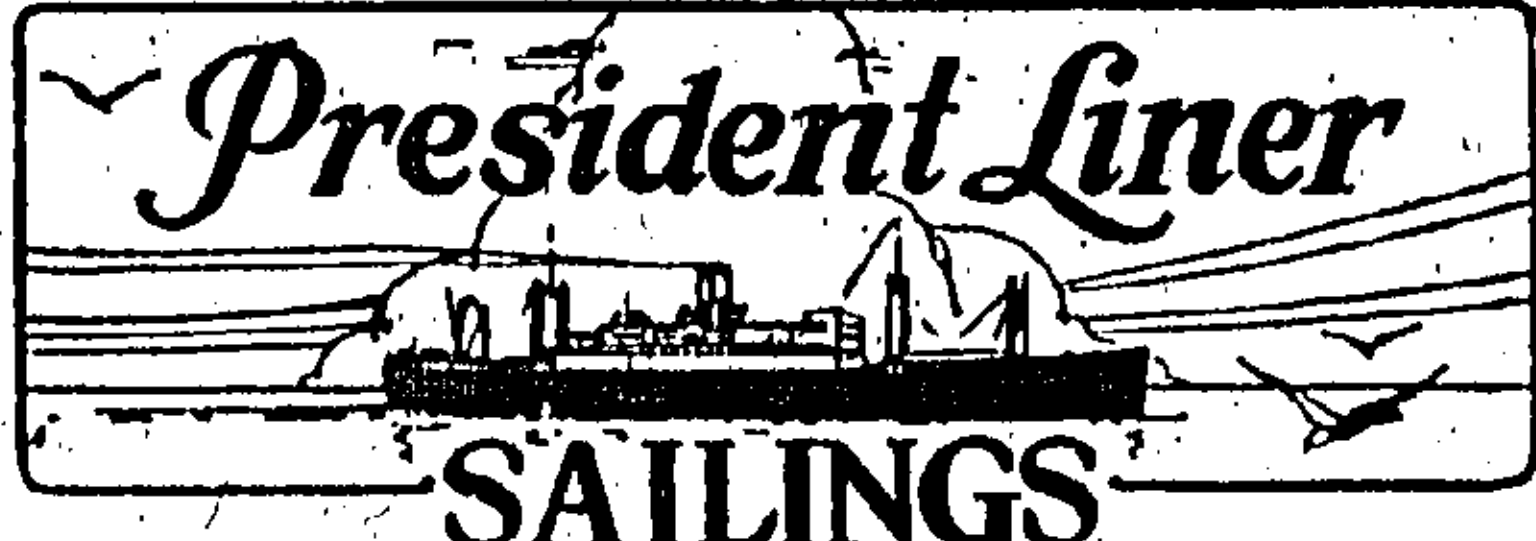
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Pres. Jefferson	Tues., Mar. 26th	Pres. Grant	Tues., Apr. 2nd
Pres. Lincoln	Tues., Apr. 9th	Pres. Cleveland	Tues., Apr. 16th
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Pres. Johnson	Sun., Mar. 24, 8 a.m.	Pres. V. Bureau	Sun., May 5th, 8 a.m.
Pres. Monroe	Sun., Apr. 7th, 8 a.m.	Pres. Hayes	Sun., May 19th, 8 a.m.

To Manila

Pres. Garfield	Mar. 10th, 8 a.m.	Pres. Johnson	Mar. 24th, 8 a.m.
Pres. McKinley	Mar. 12th, 6 p.m.	Pres. Grant	Mar. 26th, 6 p.m.
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STEAMER	Due Hongkong	Due to Sail
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TO OSAKA via MOJI & KOBE	Fookshing Yunshing	Sun. 17th Mar at 7 a.m. Thurs. 21st Mar at 7 a.m.
TO STRAITS & CALCUTTA	Hosang Kutsang	Satur. 16th Mar at 3 p.m. Fri. 22nd Mar at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Satur. 9th Mar at 3 p.m. Sun. 17th Mar at 10 a.m.
TO TIENTSIN	Chipshing	Wed. 13th Mar at noon.
TO CANTON	Hopsang	Mon. 11th Mar at 6 p.m.

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WHITE STAR GIANT.

THE QUESTION OF PROPULSION CAREFULLY CONSIDERED.

London, Mar. 8.
 Lord Kylsant, chairman of the White Star Line, last night made an interesting statement regarding the new 60,000-ton White Star liner now being built at Belfast.

When completed, the vessel, which will have a length of one thousand feet, will be larger and longer than any other afloat or under construction.
 Lord Kylsant said this vessel would be electrically propelled, but the question whether the machinery should take the form of steam turbines or motor engines had been receiving long and anxious consideration. Everything indicated the probability that internal combustion forces would be adapted to produce the enormous electrical power required to propel so large a vessel at high speed.

The fact that it might be possible to utilize motor engines coupled with an electric drive for that ship, constituted a further remarkable development in marine engineering.

Regarding the general situation, Lord Kylsant said there were distinct signs of the shipbuilding industry becoming more active.

OBITUARY.
DEATH OF THE REV. GEORGE STUDDERT KENNEDY

London, Mar. 8.
 The death has occurred, from influenza, of the Reverend George Studdert Kennedy, the wartime padre known as "Woodbine Willie."

Rev. Studdert Kennedy, M.C., C.F., had been Rector of St. Edmund, King and Martyr, Lombard Street, since 1922, and was also a Chaplain to the King. He was ordained in 1903. His war service was widely known, and he won the Military Cross. His publications included "Rough Rhymes of a Padre," under the pseudonym of Woodbine Willie.

CHINA'S ADVISER.

SIR FREDERICK WHYTE'S APPOINTMENT.

Shanghai, Mar. 8.
 Reuter learns that Sir Frederick Whyte's appointment, made on the 5th inst. as "political counsellor to the National Government," was offered to him earlier in the week in an official letter signed by Marshal Chiang Kai-shek, as President of the State Council and Chairman of the Government.

Accepting the offer on the 6th inst. Sir Frederick Whyte says that he was deeply sensible of the honour, which was a signal mark of confidence. "I am glad to think that the frank and cordial relations which I have enjoyed with Your Excellency, the leading members of the Government and other prominent Chinese friends have made it possible."

"I do not conceal from myself its delicate nature, but the more I reflect the more clearly do I see my duty. I therefore accept the post and wish to express my appreciation for the goodwill my appointment implies. I thank you, moreover, for respecting my desire to serve without payment."

—Reuter.

AERIAL DISASTER.

THREE JAPANESE AVIATORS KILLED.

Tokyo, Mar. 8.
 A petty officer and two blue-jackets were killed instantaneously when a naval bomber on a practice flight crashed because of engine trouble.

Striking the rocks on the coast near Tsurumi the machine burst into flames and was completely destroyed.—Reuter.

MAGNATE'S AIR TRIP.

RETURNING FROM S. AFRICA TO ENGLAND.

Cape Town, Mar. 8.
 Mr. Van Lear Black, who is flying in a private aeroplane, and has journeyed from Europe to South Africa, has left for England.—Reuter.

DIOCESAN MEETING.

NEW CONSTITUTION FURTHER DISCUSSED.

Owing to the amount of discussion that ensued when considering various clauses of the new constitution of the Church of England Diocesan Conference at St. John's Cathedral Hall yesterday, the members of the conference were unable to complete the business arranged and it was decided that further deliberations should take place on Monday, March 18, commencing at 5.15 p.m.

Nearly the whole of yesterday's sitting was devoted to discussion of several clauses, but eventually the new constitution was adopted with certain amendments. Clauses six and seven which came in for the most argument, were eventually passed in the following form:

Executive Council.—There shall be an Executive Council consisting of the Bishop (or his nominee), the Archdeacon (or in his absence a clergyman to be co-opted by the Executive Council), and the honorary secretary and treasurer as ex-officio members, together with 12 persons to be elected by the Conference at its annual meeting. This council shall act for the Conference during the interval between meetings; it shall carry out all the necessary arrangements in preparation for meetings of the Conference and shall attend to all matters committed to it by the Conference or by the Bishop.

In particular it shall (1) promote generally the work of the Church of England in the Diocese; (2) seek to supply the necessary means for the carrying on of the Church of England in the Diocese in a practical, adequate and satisfactory manner; (3) ascertain and help to meet the needs, as they may arise, of the Chinese Church in co-operation with the Diocesan Board of Missions of the Chung Hua Sheng Kung Hui; (4) prepare a budget for each year and raise the money budgeted for by apportioning quotas to each Church and by other means.

The budget to include such objects as (a) sinking fund for Church extension; (b) endowment fund for new churches; (c) grant towards central diocesan expenses; (d) grant towards the missionary work of the Church.

An annual report shall be presented by the council to the Conference.

The council has power to fill up vacancies in its own membership.

Eight members shall form a quorum, two of whom shall be ex-officio members.

Meetings Twice a Year.

The council shall meet at least twice a year and shall have power to form its own sub-committees and to co-opt as members of such sub-committees persons who may or may not be members of the Conference.

Retiring members of the Executive Council may be present at the annual meeting of Conference following their retirement and have the right to speak on the annual report of the Executive Council but shall not have the right to vote.

Clause eight was passed as follows:

The Conference recognises the Victorian Diocesan and Missionary Association as an Association whose functions are—(1) to band together all who will interest themselves in the work of the Diocese and in the missionary work of the Church generally; (2) to circulate information and to

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.
 1.48 p.m. Weather Report.
 5.30-6.30 p.m. Demonstration Programme.
 7.48 p.m. Evening Weather Report.
 8 p.m. Evening Programme, (Victor Records) supplied through the courtesy of Messrs. S. Moutrie and Co.
 "Siren of the Bell-Walks."
 "Moonlight on the Alster-Waltz."
 Marek Weber and His Orchestra.
 Dance Music.
 8.45 p.m.
 "In a Monastery Garden."
 "Romance" (Tchaikovsky).
 Victor Concert Orchestra.
 Dance Music.
 9.30 p.m.
 "Symphony No. 5—Allegro Vivace."
 (Widor).
 Organ Solo, G. D. Cunningham.
 Dance Music.
 10.10 p.m.
 News Bulletin.
 Dance Music.
 10.30 p.m. Close Down.

stimulate interest; (3) to call for prayer, service and gifts for the Diocese and for the missionary work of the Church.

It regards the V.D.M.A. as a body through which the Conference shall operate in respect of such functions and in particular invites its co-operation in the carrying out of Clause Six—(2), (3) and (4).

A clause relating to meetings of the Conference was also amended and approved in the following form. (a) Special meetings of the Conference may be called by the Bishop at his discretion and shall be called whenever requested by the Executive Council. Two weeks' notice shall be given of any such special meeting. (b) The purpose for which such meeting is called shall be duly stated in the notice thereof and other business may be transacted only with the consent of the President and a two-thirds majority of members present.

A quorum shall be as stated above in Clause 111 (1).

Another amended clause was the following.—The Conference shall appoint annually two fraternal delegates to serve on the Council of Co-operation and to represent the Conference at the meetings of the Diocesan Synod of the Chung Hua Sheng Kung Hui.

A Suitable Name.

The Rev. Mr. Featherstone raised the question of a suitable name for the Conference and suggested it be called St. John's Cathedral Church Conference.

Discussion ensued, another name proposed being the Victoria Diocesan Conference.

The matter was eventually deferred for discussion at an extraordinary meeting which is to be called at a later date in connection with the adoption of the new constitution.

There being 20 minutes left for the sitting, the Bishop suggested that Mr. P. Jacks could outline his proposition, "That the Conference approve the Church of England Trust Ordinance, 1929, as circulated."

Mr. Jacks pointed out that it could not be done in the time stated, and suggested that the matter be adjourned, this course eventually being decided upon.

The business yet to be transacted on March 18 includes the above proposition, the election of a standing committee and the fixing of a date for an extraordinary meeting.

CONSIGNEES' NOTICES.

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th March, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March 1929.

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KHYBER	9,114	23rd Mar.	Marseilles, Ldon & Hull
PADUA	5,907	28th Mar.	Marseilles, London, A'werp, Rotterdam & Hamburg
MALWA	10,980	30th Mar.	Marseilles & London
MIRZAPUR	6,715	1st Apr.	Straits, Colombo & B'bay
NALDERA	16,038	13th Apr.	Bombay, M'los & London
KARMALA	9,128	20th Apr.	Marseilles & London
MANTUA	10,946	27th Apr.	Bombay, M'los & London
INAGPORA	5,283	4th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KALYAN	9,144	11th May.	Marseilles, Ldon & Hull

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TALMA	10,000	19th Mar.	S'pore, Penang & Calcutta
SANTHIA	7,754	17th Apr.	S'pore, Penang & Calcutta
TILAWA	10,006	23rd Apr.	S'pore, Penang & Calcutta

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 The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

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GAMBADA	5,307	9 Mar 5 p.m.	S'hai, Moji, Kobe & Osaka
KHYBER	9,114	10th Mar. 4 p.m.	Shanghai
INAGPORA	5,283	12 Mar. D'light.	S'hai, Moji, Kobe & Yok
NALDERA	16,038	15th Mar.	Shanghai, Moji, Kobe & Yok
SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe, Yok & Osaka

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 Ceylon Maru Monday, 11th Mar.
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SOUTH AMERICA (EAST COAST) via Singapore,
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 Kanagawa Maru Friday, 5th Apr.

NEW YORK via PANAMA.
 Takotoyo Maru Tuesday, 19th Mar.
 Mayobashi Maru Saturday, 30th Mar.

LIVERPOOL via Port Said, Genoa & Marseilles.
 Lyons Maru Sunday, 17th Mar.
 CALCUTTA via Singapore, Penang & Rangoon.

Morioka Maru Friday, 15th Mar.
 SHANGHAI, KOBE & YOKOHAMA.
 Tokushima Maru (omit S'hai) Wednesday, 13th Mar.

Kitano Maru Tuesday, 19th Mar.
 Aki Maru (Nagasaki Direct) Friday, 22nd Mar.

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FAILURE OF NEW LOAN ISSUES.

JAPANESE SPECULATORS BACKWARD.

INTEREST TOO LOW?

Tokyo, Mar. 8.
The result of the South Manchurian Railway's new Conversion Loan issue of Yen. 35,000,000, which was opened to public subscription on March 6th, is announced to be highly unsatisfactory.

Thus far the public subscription registered has barely exceeded Yen. 7,000,000, only just over a fifth of the total. The balance of Yen. 28,000,000 will, therefore, be taken over by a banking syndicate underwriting the debentures.

Equally unsatisfactory results are reported in connection with other important loan issues floated in the past few days, particularly that of the Tokyo Electric Company, which offered Yen. 30,000,000 and the Korea Development Bank, which offered Yen. 10,000,000.

Both these issues have been under-subscribed to an astonishing degree.

Apparently the issues have failed because the interest offered is regarded as being too low, though the South Manchurian Railway offered 5½ per cent. and the other two companies, 6 per cent. —Reuter.

AIR MAIL FLIGHT TO INDIA.

TON OF LETTERS WHEN THE SERVICE STARTS.

PASSENGERS BARRED.

London, Mar. 8.
All arrangements have now been completed for the opening of the air service from Croydon to India by the Imperial Airways, as indicated by Sir Samuel Hoare's speech on the Air Estimates.

The first outward flight is to be made on March 30th, and the machine to be employed will be one of the Imperial Airways' massive twenty-two seater Armstrong-Siddeley air-liners.

The machine, as far as is known, will carry mail only on its first trip. It leaves Croydon in the early morning of Saturday, the 30th, and it is due to reach Karachi at 10.30 a.m. G.M.T. on April 6th.

Numerous applications have been received from persons desiring to make the passage on the first flight, large sums being offered, but there is no reason to suppose that there will be any departure from the decision to carry mails only for the first month.

Mails for the trip are coming in rapidly and there are indications that over a ton of letters will be sent on the first flight.—Reuter.

HOOVER BEGINNING AT WRONG END?

WASHINGTON ENFORCEMENT OF PROHIBITION.

Washington, Mar. 8.
With the stricter enforcement of the Prohibition laws under the Hoover regime, the foreign Legations in Washington may be forced to get their own supplies for the conveyance of wines and spirits, etc., for their own use.

The exemption from seizure which is, of course, granted to liquor intended for the Legations, has always been extended to the lorries delivering the goods, but the Transport Company which has been responsible for the carriage hitherto has been informed that the load it has just delivered to the Legations must be its last.—Reuter's American Service.

U.S. NAVY CHANGE.

ADMIRAL PRATT APPOINTED CHIEF COMMANDER.

Washington, Mar. 8.
Admiral W. V. Pratt has been appointed Chief Commander of the Combined United States Fleet in succession to Admiral Wilby.

Admiral Pratt has risen rapidly to the fore-front. He entered the U.S. Navy in 1891, and attained the rank of captain in 1916, and rear-admiral in 1921.

He was the naval expert on the American delegation to the Limitation of Arms Conference at Washington in 1921-22.—Reuter's American Service.

The Royal Observatory forecast up till noon to-morrow is as follows:—"North-east winds, fresh; fine generally."

RECENT SHANGHAI TRAGEDY.

INQUEST ON YOUNG CHILDREN.

WITNESS OF SMASH GIVES IMPORTANT EVIDENCE.

TRAILER AND PRAM.

Shanghai, Mar. 8.

The inquest on Margaret Demory Gabbott and Barbara Gabbott, the two daughters of Mr. and Mrs. B. L. Gabbott of 1213 Rue Lafayette, who died on the morning of February 26 as a result of a collision between their perambulator and a garbage lorry and trailer belonging to the French Municipal Council, was continued yesterday morning by the Registrar, sitting as Coroner, in H. M. Police Court.

Dr. Thomas Balfour Dunn gave evidence that he had been calling on Mrs. Gabbott about 10 a.m. on February 26 when he was informed that the two children had been injured. He went immediately to St. Marie's Hospital, and found Margaret dead and Barbara suffering from a badly fractured skull, bleeding from the ears and suffering apparently from paralysis of the right side and in a very serious condition. He saw that nothing could be done for her and went to his office. He returned to the hospital at noon and was told she was dead. Her death was due to a fractured skull.

Margaret had few external injuries save a superficial scratch on the left side of the face. There was no gross evidence as to the cause of her death, and he certified that she had died of "injury." She bore no evidence of crushing, but in the other child the right side of the skull was crushed. In his opinion it would take more than a blow to crush the skull in that manner. He saw no other crushing or bruises.

Russian Lady's Evidence.

Mrs. Olga Leonoff, a Russian lady, testified that at about 8.30 on the morning in question she had been taking her son to school in a ricksha in Rue Lafayette, going westward. She was about six yards behind the perambulator in which the children were when the lorry passed her. She was not very far from the pavement. The first truck passed the baby carriage but the trailer caught it. The amah was pushing the carriage with one baby inside and the other was walking level with her on the outside of her.

The large wheel of the trailer caught the small wheel of the baby carriage which collapsed. The rear of the carriage was pushed in towards the sidewalk by the blow. She had seen the amah pushing the carriage in the same way every day, sometimes four times a day, when she was taking her boy to school. The baby carriage was in the roadway, about six feet from the pavement and going straight ahead.

After the accident a motor car came up and the amah put one child in and a Chinese put the other in and she saw nothing more. The pram was in the roadway when she saw it, but later when she passed at 11.30 a.m. it was on the footpath.

Did Lorry Turn?

She thought the lorry was turning to the left and came closer in to the pavement so that the trailer hit the baby carriage. She thought the blow had come from the rear wheel of the trailer. It was damp at the time but not raining and the hood of her ricksha had not been up. The truck was going slowly, but she could not estimate the speed. Her ricksha was about the same distance from the footpath as the perambulator. There was quite a lot of other traffic, with motor cars coming towards her, but at the exact moment of impact there was no motor car level with the truck.

Under cross-examination she said she was not sure that the truck was turning and reaffirmed that one child was in the pram and the other walking beside it with one hand on the handlebars.

Pram on the Footpath.

Insp. Boris Yakovlev, traffic inspector in the French Police, was then called. He stated that he had been informed of the accident by a telephone message from the Post Office, and at 9.05 a.m. had gone to the scene with a camera in his car. Photographs were taken and numerous measurements made. When he first came to the scene the pram was on the footpath, and he fixed the position of the accident by the testimony of the driver of the truck, the amah, a policeman on duty at the corner of Route Pichon, and a Chinese witness who had been passing on a bicycle at the time. He took statements from these people both on the spot and afterwards in the station. The

THE U.S. BUSINESS "REVOLUTION."

ANOTHER CO. CHAIRMAN OUSTED FROM CONTROL.

STEWART'S PENSION.

Chicago, Mar. 8.

It is estimated that following his deposition from the chairmanship of the Standard Oil Company of Indiana, as result of Mr. J. D. Rockefeller's campaign, Col. Robert Stewart will draw a pension of approximately \$15,000 per annum from the company.

The figure is based upon his average salary for the past ten years, and his twenty-two years' employment with the company.

The story of the ousting of another prominent chairman comes from New York to-day, in the person of Mr. William Childs, the founder of a nation-wide chain of restaurants, who, together with his family, has been removed from control of the company.

The profits of the restaurants have recently been declining, and it was alleged by the opposition that this was due to the attempt by Mr. Childs to introduce vegetarianism and "other delusions."

A powerful group of stock-brokers, wrought Mr. Childs' eclipse despite the latter's fearful appeal not to take away his "child of 40 years' effort."—Reuter's American Service.

AFTERMATH OF THE FROST.

BALTIC AND RHINE SHIPPING LYING IDLE.

ICE HOLDING FAST.

Cologne, Mar. 8.

Milder weather and extensive blasting operations along the ice-banks of the Rhine have hardly affected the position at all. Huge ice-packs in the river still make navigation absolutely impossible, and it is estimated that 2,300 vessels and 11,000 lighters, aggregating 4,000,000 tons of shipping are held up in the river and lying idle.

The ice is enormously thick and it is feared that there is no prospect of a resumption of the river traffic for some time yet.

News from Helsingfors indicates that the recent Arctic spell has had a serious effect there also. The Baltic States are all suffering heavily as the result of the ice blockade in Danish waters.

Stocks of coal are running low with dangerous rapidity and huge quantities of goods for export have accumulated at the various Baltic ports awaiting shipment.—Reuter.

THE RECENT HANOI ASSASSINATION.

NATIONAL PARTY FOUND IN EXISTENCE.

Hanoi, Mar. 4.

The investigations continuing throughout the country since the assassination of M. Bazin, the Head of the Labour Recruitment Bureau, have disclosed the existence of a Nationalist Party, styled the *Queingdang*, which was only recently formed.

The headquarters of the organization, whose existence is considered detrimental to French interests in Indo-China, has been raided and amongst the important documents seized, were the Articles of Association, which show that the Party has been modelled closely on the lines of the Nationalist movement in China.

In consequence also of the seizure of the roll of membership, it has been possible for the French authorities to make a number of arrests in the two important cities of Hanoi and Haiphong. The number of such arrests so far totals 67.

AIR LINE TO EAST.

FRENCH ROUTE FROM PARIS TO INDO-CHINA.

Paris, Mar. 8.

The Air Minister announced in the Chamber to-day that arrangements are likely to be made for the development of a French air line from Paris to Indo-China.—Havas.

lorry and the perambulator were left just as they were until 5 p.m. the same day. He had been unable to trace Mrs. Leonoff, the previous witness. The inquest was then adjourned.

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